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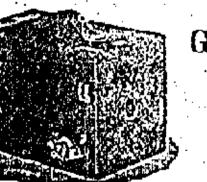
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Hongkong, 10th June 1902.

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P.O. Box. 83. Telephone No. 12 HO GRONG OFFICE: 14. DESVŒUX ROAD CI LONDON OFFICE: 131, FLEET STREET, E.C.

On 3rd July, the wife of J. R. HARDING, Im. perial Maritime Customs, of a son.

MARRIAGES. On 30th June, at Shanghai, James Moore to On 1st July, at Shanghai, WILLIAM LEONAR. THOMPSON to MARY JANE GODSON. On 1st July, at Shanghai, WALTER ERNESS

WOLSEY to GEORGINA HOUBNE. On 5th July, at Shanghai, George Michael BILLINGS, B.A., to NELLIE ROSA SCOTT, only daughter of Captain J. A. Scorr of the s.s. Sual. On 5th July, at Enschede, Holland (by Proxy), JAN HAMMINE, of Shanghai, to CHRISTINE HAVERKATE, of Enschede.

On 3rd July, at Mohkanshan, Donis, infant

The Haily Press.

Hongkong, July 11TH, 1905.

momentary trend of affairs in Europe; but | champion is armed with full powers from have been disposed to view it but a few lingly to stand in the way, and we may tendency is, no doubt, to be attributed to lists thrown open. Here, however, the to enter into a calm discussion has mental, not accidental, and shows itself the way to a better equally in the Palace, in the Army, the other Navy and the Civil Government. The understanding-all

subject which has certainly had its effect I government of Russia is the retically an in conducing to the present situation lautocracy, but antocracy has its limits. is also well worthy of note, and that beyond which autocracy is impossible, and lis the attitude taken up by Japan sieve. Russia in her recent expansion has already her recent naval victory. Both Russia and exceeded those limits. This is well show: Germany have been assiduously sceking to in recent history: the capture of Klickand misrepresent Japan. The Kaisen in his by General Kauffmann was in actual the Yellow Terror threatening the Cross of and it was the starting point for still eradicate early impressions, and both coun- at Vladoveschensk was never inspired tries certainly anticipated that the first use from St. Petersburg, and the appointment made by Japan of her victory would be to by the Tsan of Admiral ALEXIEFF to the proclaim from the housetops her superior practical Satrapy of the Far-East was of provess over the nations of the older cul- itself a sufficient acknowledgement that towards undue self-laudation. On the conas it has been wise, and the result has been shown in the manner, dignified yet sympathetic, in which she received President ROOSEVELT'S, suggestions of peace. Japan real y has no desire for war; it was forced left of escaping national extinction. She has shown that she has no fear of it; and now that she has come out more successful than she could have expected, she is also ready to show that she is perfectly willing to lay down arms, under the sole proviso that the peace shall be permanent. Even Continental Europe, with all its prejudices, has had to acknowledge this, and the change of sentiment has undoubtedly largely contributed to the improved feeling in

short time ago, is not in a position to make Eurone generally. Still there are deep-scated causes which may interrupt the seeming harmony. France has apparently yielded under conditions to the Kaisen's desire for a conference, and naturally the United States and Austria are quite willing to assist in a discussion which, acknowledging their position, would yet entail no responsibility on either. England, however, here stands in a very different position. Actually, she has larger interests in and about the Straits of Gibraltar than any of the other Powers; and in consequence, she definitely declined to take part in discussions which might place her in a wrong position as regarded her neighbours. It is quite true that she as ardently as the others would hail an understanding which would bring Morocco under civilising influences: and if the Conference were to be confined to the discussion of this, and topics immediately thence arising, she would certainly be found a consenting party. Bu an International Conference is one of those dangerous machines which if once called into action is difficult to control, and is apt to diverge into paths far removed from its original intention. Germany tells us now that the idea of the Conference was not of her raising, but proceeded from the SULTAN of Morocco, and that "therefore " she could not name its limits. As Germany has at least made herself responsible for its public appearance, this seems rather trifling, so that the difficulty of the situation can

scarcely be looked upon as closed....

In like manner, however correct may have

been the conduct of Japan, the Eastern difficulty is still very much to the front With the exception that she will demand the retirement of Russia, and an indemnity for the cost of the war, Japan has carefully avoided making any committals. She has shown her sincerity by naming her Foreign MINISTER as Plenipotentiary, and declaring her rendiness to send him to Washington daughter of Frank and Carrie Tr. Rawlinson. by the very first steamer. Russia likewise has shown her readiness to enter into peace negotiations, and has appointed in Count MOURAVIERF one of the most distinguished of her statesmen. She also has wisely refrained from compromising herself by It is by no means easy to follow the prior statements of her intentions. Each there seems no reas in to doubt that on the bis Government to enter on the diplomatic whole it is more peaceful than we should contest; and so far there is nothing seemweeks ago. A good deal of this improved expect in a few days, or weeks, to see the the cautious behaviour of France with equality of conditions ends. There is no regard to German action in Morocco, but a doubt of the complete ability of the Japanese wood deal still is due to a clearer under- Government to enforce on the country the standing of the exact position of affairs stipulations of any treaty arrived at. If The Russian garrison in Saghalien, just disposgenerally. England itself not very long there be one thing above the other made ago, it may be remembered, was not alto- apparent by the war, it is the complete unity gether at one with France on the subject of of purpose between government and Morocco, and it was only after a very full country, which has made success not only and confidential discussion on the policy possible, but almost inevitable. On being pursued by the latter that England | the other hand in Russia the progress of | was able to announce her satisfaction and events during the last twelve months has her willingness to support the policy of her shown the complete divergence, not only ally. It may be that Germany fancied that | between the nation at large and its governshe had more grounds for her distrust than ment, but the hopeless incapacity of the afterwards turned out to be the case; several departments of state to unite in any and in this case the willingness of France common policy. This divergence is funda-

carly days painted his celebrated picture of contumacy of the direct orders of the Tean; the Mindango. Europe. It is difficultain after life to further advances castwards. The massacre tivation. Japan has not shown the autocracy had failed. Russia has made, in elightest external indication of any desire fact, the inevitable step from autocrasy to satrapy. Admiral Rozubestvensky. trury her self restraint has been as marked sent to the East by the Tsan's personal order to retrieve the military honour of Russin, declined to discuss even with his Imperial Master his plans, and seriously compromised the alliance with France. His subordinates adopted similar methods in upon her against her will, as the only way | dealing with him, and the result was the buttle of Tsushima. Nor is autocracy less | Kowloon, to-day, commencing at 5 p.m. (weather of a failure at home. The Tsak gives his permitting): word of honour to the workmen presenting a petition, but he had spoken without his host, and his officers promptly imprisoned the very men whose safety had been guaranterd. The Black Sea fleet is in open Pas Seul. "Claire" Applin mutiny. The Army seems ready to follow. and only the Cossacks are to be depended

on , and they are at feud with the rest of

the nation. Russia, in fact, as we stated a

It is certain that Japan will demand on indemnity as some compensation for the cost of the war; but Russia has no money, and, what is worse, no credit. Of late she has been dependent on the generosity of her neighbours, France and Germany, but that is already almost exhausted. she give a territorial guarantee? Other nations will look on with jealousy, or altogether forbid it. Russia is already pledged. Count Mouraviers may agree to move out of Manchuria; but will the generals in command after the precedent of Khokand Tobey the stipulation? Count MOURAVIETS the TSAR himself, may agree to surrender Vladivostock; but General Linievitch may conceive that he understands better the position. So with every possible stipulation Each department in the administration holds itself independent of the others; the Home Office looks askance on the Admiralty; both on the Foreign Office. Why should they submit to the dictates of the other? The Tsan has long been a negligeable quantity with all; vet he is the only possible bond of union between them.

These facts are well known, yet it has been the practice to ignore them; but unfortunately they will crop up at the most inconvenient moment. They must, however come to the front in the discussions at Washington; so that however calm may be the present European political landscape, there is a small cloud on the Eastern horizon which may yet baffle the best laid schemes of the peacemakers.

A World Federation of Chinese Students is being organised at Shaughai.

A reference in the N.-C. Daily News seems to indicate that the report of the wreck of Baron Kriegelstein's despatch beat Cecile off | are acquired. Sughalin was without foundation.

On Mr. Rockhill's representations, the Chinese Emperor has ordered that all matters connected with Chines, Exclusion are to be left to the Government, and the people are not to interfere with them in any way.

It appears that a shareholder referred to the directors of S. C. Farnham Boyd & Co. as puppets of Mr. Twentyman. When the news reached Tientein, it appeared that the directors to England soon, his passage being already were "Twentyman's pupples."

The N.-C. Daily News had the following note on July 4th:-"Although he had been so short a time in Shanghai, Mr. A. G. Ward, the organist of Holy Trivity Cathedral, has already made many friends here, who have learnt with the greatest concern of the serious attack of typhoid fever which is keeping him in the Nursing Home." Mr. Ward died four days afterwards.

sessed by the Japanese, according to a Daily Press telegrom, consisted of some six battalions at androvsk, in addition to a number of Volunteer troops at other points. It is stated that mines were laid along those portions of the coast where the landing of troops is practicable.

The magnitude of the damage oc asioned by, the recent storm in Formosa has now become known. A Taipeh dispatch says that investigations made on the 23rd instant show that 3,643 dwellings were completely and 3.552 partially ruined, while 2,739 were flooded and sixteen washed away. Ten ships were sunk, 117 boats were wrecked and 14 were driven from their moorings. In addition, twelve lives were lost: and thirteen persons are missing:

records 21 cases and 21 deaths. To noon yesterday there had been four more, all fatal. The total is 238 cases, with 214 fatalities.

The tug Robert K, reached Manila on the 6th instant, from Shanghai, after fighting four days with the typhoon. She returned the salvage crews from the Reina Cristina and

The Chinese students at Foochow College gave their American principal "a warm time of heckling until he undertook to forward protest against the American Exclusion Act. Consul Gracey tried to argue that the Great Wall of China was an "exclusion act," but the boys pointed out that there was no resemblance.

Return of visitors to the City Hall Library and Museum for the week ending the 9th

Library Non-Chinese Total 355

By kind permission of Lieut-Colonel Aitkenand Officers of the 119th Infantry, the band of the Regiment will play, the following programme at the United Service Recreation Club,

March...... " Long Live the King " Selection ... "The Earl and Girl" Valle "Blauen Donau.". Rustic Dance "In der Waldschenke" Swiss 1 yll... "Die Senuerin" Fantasia. "Folk Songs of Italy" Rampezzotti

THE CANTON BANKS. ,

It appears to be true that from forty to fortyfive native Banks at Canton are closing their doors, on account of unusually heavy losses.

The proposal that they should be registered. with all their partners, directors, shareholders, & is not favoured even under the present depressing circumstances.

Chinese recognise that while such a measure would afford protection to investors, it would at the same time make the Government officials too wise, and lend to all sorts of " squeezes."

COMPOSITION BY CHING HOP FIRM:

THE ARREST OF DESTORS, In connection with the case of the Ching Hop firm, iron merchants (the case in which the new Chief Justice has laid it down that a debtor must not be arrested unless there be evidence that he is about to abscord), we understand that a composition has been arranged by which the creditors receive thirty-three

Compradores as well as European business men are attering expressions of regret that Sir Francis Piggott should take so strict a view of the law relating to the arrest of debtors.

THE SHANGHAI COTTON MILLS.

PAPANESE ENTERPRISE -- A "MERGER PROPOSITION.

There is a rumour in Hongkong financial circles this week of a rather startling development at Shanghai.

It is to the effect that a Japanese syndicate is beginning negotiations for the acquirement of all the cotton mills at Shanghai.

While it is not clear how the thing is to be done, by direct purchase, or by gradually acquiring a controlling quantity of stock, the rumour is received seriously by many interested. It is understood that one well-known firm will not listen to any proposals to sell; but it is

pointed out that they would be helpless if all the others were in Japanese hands. The Japanese already own at least one of the Shanghai mills, and while the others were paying no dividends, the Japanese directors managed to pay ten per cent, and to set aside fifteen per

The Hongkong mill was not mentioned; but it will no doubt be sought after if all the others

SUDDEN DEATH.

Not long after eating a hearty breakfast yesterday morning, when he seemed quite well, Mr. E. Early, a chemist employed by Messrs. A. S. Watson and Co., was found dead in his bed. We understand there is to be a post mortem examination this morning; and that the funeral will take place in the afternoon. Deceased, who was 32 years of age, was going

booked. He was a prominent Freemason.

H. & S. BANK SUED.

The Manila Cableneres reports as follow: -Francisco_Reyes has brought suit against the Hongkong and Shanghai Banking Corporation for \$380,000 damages which, as the complainant alleges, the corporation refused to allow him to make use of, in meeting certain drafts on Spain. The case is full of interest to the business world and the importance attached to it is evidenced by the fact that the assistant chief manager of the concern paid a visit to Manila some time ago, in connection with the case. Sen r Sierra, attorney for Francisco Reyes, has just returned Korsakovsk and ten battalions at Alex- from a visit to Hongkong with reference to the

Plaintiff prays for the payment of the above named sum, the payment of legal interest 1904. on the same, the cost of the suit and such other Constant supply during the month of June, relief as to the court may seem just and equit- 1905.

WEATHER REPORT.

The Hongkong Observatory yesterday issued | Consumption ... the following report:--On the 10th at 11.55 am. The Barometer has fallen in N.E. Japan, and is little changed

Gradients continue slight, and light S. winds. may be expected in the Formosa Channel and I water is of excellent quality. over the N. part of the China Sea. Forecast :- Light S.W. winds; fine.

The week's plague return (to 8th July) TELEGRAMS.

REUTER'S SERVICE.

THE RUSSIAN NAVAL MUTINY.

London, 8th July. The Black Sea squadron has been, re-manned and has arrived at Novorossuk. It is proceed ing south with orders to capture or destroy the Kniaz Potemkin, which ship is now probably making for Batoum, where the revolutionary movement is strong.

One hundred and fifty of the crew of the Prout who muticied on the 5th instant, have been imprisoned in the fortress of Sevastopol.

PRINCE ARISUGAWA IN ENGLAND

LONDON, 8th July. The Prince and Princess Arisugawa attended a State Ball at Buckingham Palace yesterday evening. A guard of honour of the Foot Guards was posted in the quadrangle.

COLLISION OFF THE SHANGHAI "BUND.

reneatedly stated that the opium hulks off the Our combined unval detachment hunded, Bund are a danger to navigation, besides being an eyesore, and if confirma ion were needed. this was given with very nearly serious results vesterday afternoon. As the big Austrian Lloyd steamer China was on her way down river from the Changkahping wharves, she collided with a junk, near the hulk Ariol. There was nothing to prevent the steamer continuing, as the only demage done was that a mast of the junk was carried overboard. Those in charge, however, thought otherwise, for they at once let go the only anchor they had ready. This fouled the flood moorings of the Ariel. dragging them a little, and the China, which still had way ou, drifted closer to the Buad, and striking the hulk Yuenfah amidships, grazed alongside, splintering the roof and starboard gangway platform, and carrying away part of the cookhouse. After the impact the vessel drifted away a little, and then began to swing in again. Luckily at this moment Messra. Hopkins, Duun and Co,'s powerful tug Shun Fung arrived on the scene, and when the bulk and the steamer were within an ace of collision managed to pull her | Chitose bay, which was formerly called out, and saved the situation. Efforts were made to get the anchor up, but it remained foul of the moorings and eventually had to be abandoned. vigorous fire with field guns, which, how-The crew slipped the anchor cable very clumsily, without reckoning the depth of the river, and the consequence was that the buoy disappeared, and no doubt divers will have to be employed to recover the anchor. The China only sustained slight damage, a few rivets on her bow being goring, and the letter "A-" of her name broken. The cable slipped; the Shun Fung towed the China down to the lower reach without further mishap. The China is a steamer of 3,855 tons

A FRENCH CARGO STEAMER.

For some time a conspicuous-feature in the river landscape at Shangkai has been the steamer El Kantara swinging at the Messageries Mari imes buoy. The El Kantara is one of six large cargo steamers, recently constructed by the company for the Far Eastern service and this is her first cell at Shanghai, where she remains on this occasion rather more than a fortnight. A representative of the N. Daily News sampanned out to the vessel and was hospitably received on board by Capt. Lewcunier and his officers, and shown round, on

Built primarily for cargo, the El Kantara has a m-asurement of 10,350 cub. metres, or will carry 7 5:0 tons D. W. For purposes of handling it, the vessel carries twenty-three steam winches, one of which is capable of lifting 35 tons. The steamer is propalled by two triple expansion, surface condensing engines and her ordinary speed is ten knots, while she can make thirteen knots if necessary. Like all the vessels of the line, the El Kantara was built at the

company's own yards at La Ciotat. Accommodation is provided on board for 42 first-class passengers, who are caried at fares equivalent to those charged second-class on the ordinary mail steamers. There are single and double cabins, comfortably but not estentationally fitted, and a large, but rather low-pitched dining saloon. Fifty-two passengers can also be carried at equivalent to third-class fares. On the lower decks there is airy accommodation for 2,060 troops in eight large compartments. Adequate hospital berthing is provided both for troops and other passengers. The non-commissioned officers have sui able accommodation in the

HONGKONG'S WATER SUPPLY.

LEVEL AND STORAGE OF WATER IN RESER VOIRS ON THE 1ST JULY.

LEVEL. Below overflow. Below overflow. 15 ft. 11 in. 5 ft. 65 in. 15 ft. 53 in. 11 ft. 11 in. Above overflow. 0 ft. 1 in. 0 ft. 31 in. Wongnaicheong 0 ff. 1 in. 3 ft. 7 in. ETORAGE GALLONS.

338,780,000 263 340,000 8,207,000 - **5,334,**000 65,370,000 25,819,000 Wongnaicheong 30,459,000 438,176,000 Total 365,138,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JUNE.

Consumption ... 88,893,000 136,659,000 gallons Estimated population Consumption per

head per day ... Intermittent supply during the month of June,

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JUNE.

14,418,000 20,356,000 gallons Estimated population Consumption per

9.2 gallons head per day... The Government Analyst reports that the

> W. CHATHAM. Water Authority.

THE WAR.

[BY COURTESY OF THE JAPANESE CONSUL.

RUSSIANS RETIRING.

Tokyo, 10th July.

The official report of the Sakhalien land. ing army states that our army occupied Korsakov early on the morning of the 8th inst, without much resistance. The Russians burnt the town of Kosakov and retired to the position near Soloivka (about seven miles north of Kosakov), where they again attempted resistance but, being dislodged by our pursuing force, retired towards Vladimirovka, about 22 miles north of Kosakov. In this engagement we captured four guns and a quantity of ammunition. No damage was sustained on our side.

Admiral Katáoka reports that our squadron arrived in Sikhalien waters at daybreak on the 7th inst., and after the sea clearing operations, our transports and a The N.C. Buily News reports :- We have | part of our squadron approached the coast. and without resistance occupied positions as previously determined. Thereupon a part of our army also landed and relieved our naval detachment. Meanwhile the enemy's fort on the height south of Kosakov opened fire at our ships which were engaged in clearing the sea; but the latter successfully effected the operations as pre-arranged. No damage was sustained by our squadron. On the early morning of the 8th inst., three warships and two destroyers were despatched to assist the movement of our army in occupying Korsakov; occupied. At 2 p.m. our destroyers entered Rososei Bay, when the enemy opened a

(" N. C. Daily News" Service.)

ever, was finally silenced.

THE CONDITIONS ON SAGHALIEN.

Tokyo, 4 h July.

The garrison of Korsakoff, at the south on d of Saghalien, consists, it is reported, of four hundred Russian troops, with 800 convict volunteers, who are, however, disobedient. Many mines have been laid in the harbour of Korsakoff, and many land mines have been dug, and there are nine guns ushere.

Saghalien has not received news as yet of the annihilation of the Baltic fleet.

A part of the crew of the Novik are staying at Alexandrovsky. No transport has arrived in Saghalien since the advent of a German steamer last November, and provisions rather dear.

**The Novik was stranded at Korsakoff in August last .- ED. N.-C. D. N.

SKIRMISHES IN NORTH COREA.

Tokyo, 4th July. It is officially announced that in North Cores, about four hundred Russian cavalry with artillery appeared at dawn on Sunday near Noromok, six miles north of Yasyong, and were immediately repulsed northward.

A detachment of Japanese cavalry was sent to make a detour far to the north to cut off the retreat of the Russians. They encountered the Russian cavalry fleeing from near Noromok while they were attacking the infantry on the north-western height of Houthouggsl, fourteen miles north of Yueyong, and took some spoils.

SKIRMISHES IN MANCHURIA.

Tokyo, 4th July. In Manchuria, six hundred Russian cavalry,___

who were approaching Pinniuho, on the right bank of the Liao, thirteen miles north-east of Kangping, were repulsed on the morning of Saturday. Fifteen hundred Russian cavalry wore attacking Shishiku, eight miles north-west of

Punniuho on the morning of Saturday. The engagement lasted till dawn on Sunday, when the Russians were repulsed. The Japanese had ninety casualties, the Russians over four There were collisions between scouts at other

LATEST STEAMER MOVEMENTS.

The P. & O. str. Coromandel left Singapore for this port on the 8th inst. at 11 a.m., with the outward English mails, and is due here on the 13th inst. about 6 a.m.

The I.G.M. str. Prinz Heinrick, carrying the German mails with dates from Berlin of the 20th June, left Colombo on Friday, p.m., and may be expected here on Tuesday, the 18th inst. The I.G.M. str. Scharnhorst, which left here

on Wednesday at noon, arrived at Shanghai on Saturdov at 3 a.m. The H.A.L. transport Silvia, from Germany, left Colombo for this port on the 4th inst., p.m., and may be expected here on the 15th inst., a.m. with the relieving craw for the German brigade

of occupation in Tientsin on board. The Boston Tow Boat Co.'s str. Pleiades left. Munila on Saturday afternoon, and may be expected here to day at daylight. The C.P.R. str. Tartar arrived at Shanghai

at 8.30 am. on Sunday the 9th July, and left again, at 2 p.m. same day for Negasaki, where she is due to arrive at 7 s.m. to day.

We learn that a further reduction in the British Squadron on this station is about to ! take place, orders having been received for H.M.S. Sirius to leave for England.

THE STRANDING OF THE " TRAVANCORE."

Before the Marire Court at the Harbour Office yesterday, this inquiry was continued The court comprised Hon. Capt. L. A. W. Barnes-Lawrence R.N. (I resident), Lieut. C. R. McCallum, R. N., H.M.S. Tamar, Captain H. Pybus, s.s. Empress of Japan, Captain St. John George, s.s. Macquarie and Captain W. Robb, g.g. Taining.

Mr. C. D. Wilkinson (of Messre. Wilkinson end Grist) represented the Captain, and Mr. J Hays (of Messre Johnson, Stokes and Master) appeared on behalf of the owners of the Travancore.

Before the inquiry opened, Mr. Wilkinson said he noticed that Saturday's papers contained the evidence adduced in Court on Friday almost verbatim. He submitted that this was a very unusual thing, and very injudicious. 1 would be all right where Chinamen were concorned, but these men, or the majority of them, could read, and if they read the evidence of previous witnesses they knew what had been said in Court. Such might possibly lead to a perversion of justice, and he considered that if the press published just the gist of the evidence it would be sufficient.

The President (to the press representatives)-It may be that certain portions of the evidence may be of value to other witnesses, and if you could reserve such statements you would be assisting justice by suppressing them. I hope the press will bear this in minds which will help the situation.

Bontswain Thomas Nash of the Travancore -a further questioned.

To Captain George I was stationed at the formed capstan at the focisite head when the captain was lying with his head and arms over the rail, and fell down. I saw him look at us. and thought how was taking notice. I was expecting an order to let go uncher when the vessel missed stays. I did not get the anchor roady as it is not usual. When the captain told me to man the bout, I put four men aboard. I noticed the ship affoat when at the bow in the boat. I called the mate's attention to it when we returned on board. Before I brought the charge against the chief officer I mentioned to him that the ship was affeat. The mate told us to heave on the capstan, but it was of no use. I am quite sure I did not misunderstand the mate when he spoke of scuttling the vessel. If he went below to scuttle her it would be quite possible for him to do so with a hammer and cold chisel. So far as I know he was in his right mind at the time. I have strong reasons to believe that the captain know-of-the chief officer's intention. The idea of bringing this charge against the captain and the mate originated when we were accused of cowardice

by both captain and reporter. To Mr. Wilkinson—Senior apprentice Gordon was at the wheel when we saw the captain, in the state mentioned, on deck.

To Mr. Hays-I am quite sure I saw the captain lying over the peoperail. I am not sure what time it was. I have not spoken to Mitchell about the matter. When I saw the captain in this state I did not make a remark to any of the crew on deck. When the chief officer inade this proposition to me I did not make any comment. When we came in port I reported the matter to the captain. At the time the mate made this statement, the ship was affoat fore and aft. It was not an impossibility for the mate to scuttle her. We had not to be ordered off the Likin and directed to return to

the Travancore. To the President-The ship was bumping on the rocks when we got alongside. When the ship was pulled off the rocks by the Robert

Cooks we were in the boat. To Mr. Wilkinson-It was the captain of th Likin who ordered us back to the best. I was standing at the gangway, but did not see any blue lights. We were called, but were a. awake at the time. We were within half mile of the ship. I never heard a word about blue lights being burnt. When called to leave the Likin we were aboard the boat within space of three minutes. At the time the ship was offoat, there was eight or ten feet of water in the hold. I did not inform the captain when the ship was affeat. I shought it quite sufficient to inform the chief mate. The men were going. forward when the chief officer expressed his intention of scuttling the ship. He did not offer me any compensation. I am quite positive the mate intended to do it if I had consented. No boats were lowered before the ship struck. although orders were given before that to get them ready. There was very little ranic on board the ship. The Travencore was very handy ship to manage. Until we got to dry dock I never t ld the captain about the ship baving been affoat. I then asked him if he was aware of the mate's intention, and be said, No, and called the mate aft. On the second afternoon after the ship had gone rehore, the captain gave orders to set certain sails. Some of the crew then drew his attention to the fact that the wind was on the starbeard side of the ship. The sails

were not clewed up again. To the President-The main and fore lower topsails and the foresail were set, and the vards were braced on the starboard tack. The port

To Captain Pybus-The wind at this time. would have the effect of pressing the vessel

further on shore. To J. T. Roberts, chief mate-The men did not refuse to set the sail on the main, but sail was not set on the mizzen mast. It was not set on the mizzen tecause the men said it was doing the ship harm. The stream anchor was put out semetime during the afternoon of the

2nd June. The mate here informed the court that this was the first he had heard of the charge preforred against bim. He knew nothing at all

about the matter.

John A. Martin, chief officer of the tur Robert Cooke, deposed-We arrived in the vicinity of the Travancore at 6.50 a.m. on the morning of the 3rd June. She was lying port side to the shore on Fokai Point. We lay off at a distance of about two cables. When we first sighted her, I saw two lifeboats lying from four to five cables off. The revenue cruiser Likin was anchored about four cables from the Trarancore, and ontside the beats. One of the boats returned to the Travancore after communicating with the Robert Cooke. When we first arrived neither of the lifebeats communicated with the Travancore, on board of which there was nobody. The master of the Travancore did not come on board the Robert Cooke. He came alongside and remarked, You have arrived too late, the bottom is out of the skip; the rocks have got through her bottom and she is full of water. I did not see anything wrong with the master of the Travancore. Immediately after this the captain of the Robert Cooke called the captain of the Travancore to bring his boat alongside, saying that he would send the mate (myself) and the chief engineer (Mr. Purves) to see the condition of the vessel. We got board, and I noticed that the had a heavy list to starboard, and she was bumping very heavily on the rocks. Several sails were set, but I am not quite certain what they were. We examined the ship and found that there was only from eighteen inches to two feet of water over the ballast on the star-

of the Troumcore to the condition of the ship. and told him that we could take him up and beach him in Harlem Bay, but he was not that opinion, and said that if we did take he would probably go down in deep water. finally persuaded the captain to let us have u

towline and try it. The captuin consented, and orders were given for some of his men to pass out a line. The orders were given in a proper scamenlike manner, and carried out. As soon as I saw the towline out I returned to the Robert Cooke. In my opinion some of the men should have remained on board. I saw no hesitation on the part of the men to do their work. I did not see anything wrong with the chief officer. The master and chief officer were in danger by remaining on board while being towed off the rocks. When coming alongside the Travancore I saw that a kedge had been run out on the storboard quarter. It was lying at an angle of about 45 degrees from thuship's keel. I signalled to the Likin, telling the crew of the Tra- ancore to return to their ship. The mon said they could not distinguish our signal; but they

alongside of us. To Lieut. McCallum-When we went to the Traraneore for the first time there was no rush made for the gangway. I had no idea of getting

pushed off in the lifetents, and the Liken came

abourd first to claim salvage. -To Captain Pybus. The captain made the remark that the crew abandoned the ship. We had no difficulty in towing the ship off. She rocks.

come off easy after about five minutes tow. To Captain Goorge -I heard it remarked that the first position of the Travancore when she struck was low on, but that afterwards she fleated off and went breadside on. I think it was the captain who made the remark.

To Mr. Wilkinson-I did not inquire as to what steps had been taken to get the vessel off.

Kowloon Docks, stated - I was in charge of the the ship was too near the shore. The order was engine room of the Robert Cooke on this occasion. given by the 'master " hard a lee," in a proper core on the 3rd June. I heard the conversation stays was "let go anchor," but we never got it. between the masters of the Travancore and When the ship struck we were, immediately Robert Cooke. The master of the Transacore | ordered to the boats by the captain. The whole seemed to be siricht, but rather worried. I of the crew took to them, and we were hardly went off to the Travancare in one of the lifeboats. She was lying port broadside to the asked us if that was what we intended to do. shore but I cannot say whether she had any anchors out. I took my turn in going aboard the vessel. There was no rush. noticed on looking down the one, two and three hatches that there was about three feet of water on the starboard side. captain previously told us that the bottom was out of the ship, and that she was full of water.

time to be lest in getting her off. To Captain Pybus-The height of the ballast in the hold might be from eight to ten feet. It would depend on a man's capabilities as to how long he would take to make a hole in the ship. It could be done with a cold chisel and a heavy hammer: If two rivet heads were knocked off. the ship's pumps would be able to overcome the

I told the captain I did not think the ship was

so bad as he thought, and that there was no

amount of water. To Captain George—I would give one man half a day to make a hole in a sailing ship. The captain of the Travancore did not appear to be much excited. I remarked in the docks about three days ago that I would have claimed salvage had I been on board first. There was no difficulty in towing the vessel off.

To Mr. Wilkinson-I heard one of the crew in the boat saying that he was going to save

James Holland, steward of the Travoncere said-I have charge of the liquor on board and keep the key of the room in which it is kept. The stock consisted of one care of port wine and two bottles of gin, and there was no other liquor on board. The officers could have liquor in their cabins unknown to me. The captain and officers had breakfast at eight o'clock | which time and tide will just about have reached on the morning of our departure, and things their highest. Actually the highest tides occur taken to the Terck at 6 o'clock when the enquiry sufficient coal to take the Kuban to Vladivestock, were as usual. Both captain and officers were perfectly sober at breakfast and dinner. While the captain was at supper he said he was sleepy. and afterwards went up on the peop. I saw the captain again at eight o'clock, and he was then perfectly sober.

To Captain Pybus-Two of the charts were in the master's room, but there was always on on the saloon table, although it was not there on this particular day. I have never noticed | Asia. anything peculiar about the master's conduct. While in Harlem Bay we got two gallons of rum from Hongkong, but none of the men had any. It was thrown overboard. Neither the muster nor mate had any of it.

By Captain George-I first heard of this charge being brought about a fortnight ago I then said that I had nothing to do with it. L. Gordon, senior apprentice on board the Travancore, stated-I went to the wheel at 10-15 a.m. and was relieved at 2.30 p.m. on th day we left Hongkoug. The captain was the peop with the pilot, and never left it unti the pilot left the ship. The captain ordered me to steer E. N. E. and if she would not -tand that course, I was to steer full and by. I saw the master fearing on the rail

me, at the wheel. I did not see him eide of the ship was lying broadside on to the fall on the deck, but I saw him on the deck in a holf sitting and lhalf position as though he were getting up. pilot had just then left. I did not attempt to help him up, as I could not leave the wheel. Between a quarter and half an hour afterwards

the captain went below. I heard the cabiain fall."

not think be looked round to see if anybody turtle. was looking at him.

To Captain Pybus—It was possible to see the captain where he fell from the foc's le head. To Mr. Wilkinson-There is a partition on her decks, and when at last she did float she is, the fore part of the poop which might have said to have shot up as though she had been obstructed the view of those on the foc s'le head. projected from a catapult, with a consequent The captain picked himself up immediately straining of the frame. Everything possible after he fell. This is my second voyage on the in the way of precaution to avoid a similar Trangueore She is not a fast ship, but very mishap in the Cheang Chew's case will be taken, handy. I have never known her miss stays and no doubt under the experienced supervision before, and she has previously tacked in ballast. of Mr Mackie her salvage will be successfully I felt no cause for anxiety until she refused to accomplished—Straits Times. tack. The men were all at their posts when the order was given to "'bout ship." When she

in the boat to Hongkong when the vessel went To the President-I have been in the ship just under three years, and have served nine months with the present master.

refused, they got a little disorganised. "I came

W. Walls, ship's carpenter, stated-The states that the Cheang Chew left Singspore at Travancore is a steel ship. I have been on her 10.30 p.m. on June 20 bound for Penanguish about 73 mouths, and was laid up from the time she left Hongkong until she went ashere. The second mute called me out of my cabin before she stranded. The covers on the life- on the 1st, when the rising tide floated her off. boats were mailed on by 11 " and two inch nails. She anchored for the night in four fathoms of we' left Cardiff. On the 1st June the boats and proceeded to Singapore towing the deeper in the water and eighteen chief efficer said he was speaking to the lighters into which her cargo had been placed. minutes after the explosion of the mines she captain about cutting a hole in the ship She arrived at Singapore at 1 p.m. yesterday.

board side. I drew the attention of the master | and letting her sink. He told me not to speak to the crow about it. I asked him if I could get my tools out of the bo's n's locker before he did it, and he said he would see about it. I kept my own counsel about the mutter, and this is the first time I have mentioned it

To Lieut. McCallum-I did not object to the mate's proposition at the time, as he did not ask me for tools.

a ship I would cut some of the rivets off. The windless was in good order for letting go the anchor.....The water in the ship's starboard bilge would be about four feet over the ballast To Captain George-The mate was a little excited when he talked of scuttli g the ship but I could not say that he was drunk. I looked as if he really meant to do it. I did not know the crew were soing to bring these charges against the captain and mate until

I got a summons. To Mr. Wilkinson-When the mate spoke to me the vessel was in the same position as when she first went on the rocks. I was to get no benefit from the mate if the ship were scuttled. and carnot my what object he had in wishing to scattle it. Our ship dragged the stream anchor from Fokui Point to Harlem Bay.

To Mr. Hays-On the voyage out from Cardiff the mate did not before speak of scuttling the ship. From what he said, I gathered that he meant to scuttle her while she was on the

To Chief Officer Roberts-1t was on the afterneon of the 2nd June that you speke to me of scuttling the ship, but I could not say at what time. I was standing near the main pumps.

M. Byrne, A.B., stated-I was at the wheel in the middle watch on the morning of the lst June. For about an hour and a half the vesse would neither wear nor stay. We tried to tack I am quite certain there was only one hawser her three or four times. The chief officer was in charge of the watch. When I came on deck David A Purves, foreman engineer in the at 7.45 on the 2nd, I came to the conclusion that I was on deck when we sighted the Travan- manner. The order we expected after missing in when the captain came and sat on the rail, and We went on board again, and I saw the chief mate on deck tearing the deck log and throwing

it over the side. To Captain Pybus-The log book was not wrapped up. I was employed catting the star board anchor, when I drew the chief officer's attention to the captain who had fallen down on the peop. The chief officer said, I am not sup posed to notice that. I was present when the bo's'n pointed out to the mate the fact that the vessel was ficating.

To Captain George-The man who called me in the morning said we had to turn out early to go about. The book the chief mate tore up looked like the deck log. I could not say that it was.

To Mr. Wilkinson-The carrenter told me this morning about the mate wanting to scuttle the ship. Inquiry continues.

STEAMER EIGHT FEET IN MUD.

Mr D. D. Mackie went on June 25th in Tanjong Pagar launch to survey the sw. Cheang Chew as she lies aground on a mud bank at hands. Tanjong Bolus about 30 miles from Singapore. He found that she was fast in the mud to a depth of eight feet. As it happened, when she ran off her course and got on to this bank it was at flood tide and at the high spring tide. She will have to be got off by the employm at of tugs in addition to her lown steam, but the attempt will not be made until Sunday next by on the 4th and the 5th of July. If the first trial proves unsuccessful another attempt will be made a few days later.

The Cheang Chew, an old Dominion liner. was formerly called the St. Louis, under which name she was one of the pioneers of the Atlantic trade. Curious to relate she went ashore 17 years ago on this very same point, which is the most south-easterly point of the continent of

As she lies she has a slight list to port and a good bearing fore and aft. All the cargo, composed principally of planks of timber, has been removed into tongkangs, and a considerable quantity of the tunker coal has also been taken out and put into boats alongside. The ship's. head is lying due west. A ship's length from her stern there is deep water.

The steamer lies on a soft mud bottom and she has sustained no damage to her hull. To the ship and began to look her. They went keep her from settling deeper down, chains have been mased underweath her bottom fore and aft. and these are kept in almost constant working by the steam winches so as to disturb the mudand prevent it from congulating too much about in the ship's holds, and partook of it in such

It is only a little while ago that the Cheang Chew underwent an overhaul in Singapor; and was reclassed under the rules of the British Corporation for the Registry of Shipping under occupied seventeen days.

There is a danger, it appears, that when the vessel is dragged out of the mud bank she may To Captain Pybus-Where the captain fell turn over on her beam ends. Such an occurwas midway on the poop. The captain was not | rence has attended vessels in the predicament in acting as if he were not sober while the pilot | which the Cheang Chess now is, and in here was on board. I did not see his cigar fall from | case the danger is accommand by her build, his mouth. The leck was wet and slippery, and | which places the centre of gravity of the ship's hull unusually high up. If there is any likeli-To Captain George-We were still in tow bood of such an unpleasant contingency arising: when I got the c.urse E.N.E. or full and she in all probability will be drawn slowly off by. I saw the captain lying on the deck snortly I the bank and gradually filled up with ballast so after one o'clook. I saw him get up, but do as to prevent anything in the way of turning

> There was a case not so very long age of steamer getting on the mud near Rangoon. She sank to such a depth that the water flooded

The Free Press of July 3rd reports :-The British steamer Cheang Chew which has been ashere on the mud bank off Tanjong Bolus for over a week was got after to Saturday: night. She came into the Roads and subsequently went to Section I, Tanjong. Pagar. Captain J. Harrison, in bis official statement regarding the stranding of the ship

Rangoon. At 1.15 a.m. the vessel took the ground with Tanjong Bolus bearing N 45 deg W. The vessel remained aground until 9p.w.

THE DEPREDATIONS OF THE "TEREK."

We take the following extracts from the Singapore Free Press of July 3rd .- By the -Fre neh mail steamer La Sayne, batavia, yesterday there arrived Captain Ingemann and the offic re and crew of the Danish East Asiatic Company's steamer Princesse Marie, which was sunk by To Captain Pybus-If I were going to scuttle | the Russian cruiser Terels in the China Sea on June 22.

> On boarding the La Seyne our representative had a long talk with Captain Ingomann and gathered the following story of the incident. To begin with, Captain Ingomann said that the Priscise Marie left Singapore on June 17th for Yokehama and Kobe with a cargo of proyisions and manufactured iron from Copenhagen and Antworp. The voyage was unevential till the afternoon of the 22nd when a large steamer. was sighted bearing down on the Prinsesse Marie from the eastward. As the stranger drew year she hoisted the Russian colours and fired a shot across the merchantman's bows as a signal for her to heave-to.

The cruiser signalled that she was sending a bont, and scon an armed cutter put off from her | madder had astonished the Danes, but they to occompany them on board their vessel, as like a tramp collier which had not been inside a they wished to lay the mafter before their com- dock for years. mander. On arrival on the Terek a hasty Court court comprising the Commander of the cruiser | the crew of the Princesso Marie were handed who was present, was questioned closely out tion with their Consul who wired to Singapore minor detai:

Then the Russian official held a long argument as to whether the Princesse Marie's cargo was contraband or not. The Russian commander and the majority of his officers appeared to be of opinion that the ship's cargo did not make her liable to seizure, but on this opinion being expressed, a bovish-looking tenant who had taken a prominent part in the discussion, lost his temper, and thumping his fist on the table declared that the ship should not be released. Kingly he became so enraged that he shook his fist in his commander's face and decleared in an insulting manner that if the Prinscese Marie was released he would bring the matter before the Russian Government and have the commander punished.

On this the Russian commander, who was an old man, said he would enquire into the matter agaig. During the fresh enquiry the young lieut-nant, whose name Captain Ingemann afterwards learned was Andrews (sic) was most persistent that the vessel should not be released After a heated argument he brought the majority of is brother officers round to his views by sowi g that even if the cargo was not contraband, and Russia had to pay a large sum in compensation, this was better then allowing such a valuable cargo to fall into Japanese

The Russian officers then appeared reluctant to rink the steamer, and discussed the feasibility of putting a prize crew on board her and mayi gating her to the Baltic. This the commander would not hear of saying he could not allow his ship s crew to be so greatly weakened as the sending away of a prize crew would necessitate. The Prinsesse Marie was stopped at 5 o'clock in the evening and Captain Ingement had been opered, but it was 10 p.m. before the decision | this was permitted, and at 2 a.m. on the 19th the was come to that the steamer was to be sunk-Kuban went up the Saigon river to Nhabé Captain Ingemann protested against this but | coal, 2,000 tons being the quantity demanded without avail. He, there fore, asked the Court to give him a signed statement of the action they intended to take with regard to his vessel. This the Russians readily d d, and then showed the cap'ain a berth where he could turn in till

Captain Ingemann was awakened at daybreak the next cay, 22nd, and both chips which had been cruising slowly rastward were again Asahan dipped her colours and the Russian hove to. The Russians then lowered all their bosts and with Captain Ingemann in the first went about the Prinsesse Marie. In all nearly one hundred Russians boarded the ship. Captain Ingemana was told to tell his crew to prepare to go on board the cruiser. Wh lat the Danes were getting their sea chests | merchantman. on dock the Russians spread thomselves over himself to just what he fancied, and what they | under the name of the Kuban. did not want they destroyed. They broached in case of beer, of which there was plenty. quantities that a number soon got quite druck: When one case was finished another was got out of the hold and opened without try

remonstrance from the Russian officers. The worst insbriated men appeared to take Mr. Mackie's supervision. Her overhaul a fiendish delight in smashing everything they. and even tore up the lineleum matting in streds, whilst the cabins they wrecked entirely, smashing the mirrors and other toilet grar to atoms. Captain It g mann was cut to the beart to see his beautiful new ship wrecked by a party of madmen. In the engine room the Danisl engineers had a similar kexperience. Russians helped themselves to all the moveable fittings of the engines and then smashed at them with hammers. The steamer had a fine dynamo in her engine room and the chief engineer swore in his beard when he saw the damage-wrought to it and the other machinery, though he knew the ship was to be sunk.

Meanwhile the more sober part of the crew got the Prinsesse Marie's steam winches going and slung all the provisions and liquor they could get easy access to into their boats and those of the Princesse Marie, which they had lowered, for transference to the Terek. removed a large quantity of beer, wines, tinued provisions, also a number of bags of sugar. At 2 p.m. they knocked off their work of plunder and preparations were made to sink the Princesse Marie. Captain Ingemann and his crew were taken to the Terek and all the Russians with the exception of one boat's crew left the doomed steamer. To these the final act of destruction had been left. Apparently undesirous of expending ammunition in sinking the steamer the Russians placed two mines abour her-one under the boilers and the other in No hold in such a position that it would blow hole in the steamer's side and at the same time

destroy the water-tight bulkhead. Wires connecting with the charges were then brought up on deck and over the side into the boat, which pulled away from the saip. When about one hundred yards away the connection was made and two muffled explosions came from the Pringerse Marie. Rapidly the ship got

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On board the Terck the officers and crew of the Prinsesse Marie were kindly treated, the officers sharing the accommodation of the Russi n officers.

The conduct of the lightenant to his com-

and pulled to the Prinsuse Marie. Two officers | met with far greater surprises in the matter can e abourd and demanded the ship's papers of Russian discipline. The Russians drank which Captain Ingeniann at once produced, as all day, and many a night were all so much the well as a certificate from the Danish and worse for liquor that the ship was left solely in the Dutch Stadt certifying that the steamer | the command of a petty officer and no proper carried no contraband. These the Russian look-out kept. On one occasion two officers officers looked through and then ordered the who were the worse for liquor indulged in a hatches to be removed; so that they might verify | " scrapping " match and had to be separated by the manifest for themselves. This was at once | their crew, the stolid Danes looking on aghast. done and after they had examined the holds the Owing to the length of time they had been at officers held a long conversation together. The sea scurvy had broken out on the "Terok" chief officer of the Prinsesse Marie overheard | and although she carried a crew of three hunpart of this consultation and heard the Russians | dred, half of them were victims of this disease. express the opinion that the cargo was non- Owing to this no attempt was made to clean the Sr. EMILION seizable. Finally they asked Captain Ingemean interior of the ship, whilst outside she looked

On the 29th the Terek arrived at Batavia Sr. ESTEPHE ... 10.50 of Equiry was convened in the chart room, the | and on the Dutch Port Officer coming aboard and all his officers. The Prinsesse Maric's over. The Dutch authorities were most kind papers were examined and Captain Ingemann, to them and at once put them in communica- CH. LAROSE 13.00 with the result that arrangements were made for them to come to Singapore by the La Seyns. When told that the Terck had been interned at Batavia the officers of the Prinsesse Mare ZINFANDEL ... 5.75 said this was probably because they could not get any coal. Although the Russians obtained permission to take in 1,000 odd tons of coal, the coal coolies, after working for a few hours at coaling the vessel, refused to work for some reason or other, it is thought because they were ill-treated.

THE "RUBAN" STILL IN EASTERN WATERS. We have heard of the doings of the Russian ernisers Dneiper, Ruon, and Terck, in the way of sinking shipping lately. There is another ship of that gang yet about somewhere, the Kuban. This vessel, now an auxiliary cruiser, was originally the Hamburg-Amerika liner, the Augusta-Victoria, a three-funnelled ship of 14,000 tons, carrying sixteen light guns, and a wireless telegraphy justallation. This ship was not present at the defeat of the Armada, for when the fleet was to the south of Formosa the Kuban was detached, as other vessels were, to patrol the eastern side of Japan, and reconneitre there for the Japanese squadrons. The Kuban carried out this mission up to the latitude of Tokye, but seeing nothing, returned and steamed in the direction of the Korean Straits. It was during its return that it met the steamer from which it obtained English journals relating to the annihilation of the outire Russian fleet. The Kuban appears then to have made for Camranh and thence to Cane

St. James, arriving on June 14. There the Go.ernor of Cochin-China communicated to the commander of the Kuban. Caot Maneowski, the instructions of the French Government. The latter having applied for

for the voyage to Viadivostock. This m raing Captain Peters of the as Asahan, which a rived here from Asahan reports that yesterday afternoon at 3 o'clock a large threefunnelled Russian coniser was sighted in Lat 2.17 N. and Long 101.53 E. This position is 150 miles from Singapore, and 40 miles north of Pulau Undan Lighthouse, off Mulacca. The

acknowledged the salute. Captain E. W. Fees of the British India steamer Umta from Ca cutta this morning also. reports sighting the Russian. The encounter took place in Lat. 2 deg: 46 min N. and Long 101 deg. 7 min. E. No notice was paid to this

This cruiser is conjectured in some quarters to be the Furst Bismark but in all probability into the saloons and cabins and each men helped it is the Augusta Victoria which was at Saigon

> THE WEAKENING-OF-THE AMERICAN BOYCOTT AT SHANGHAI.

DISSENSION IN THE RANKS. 'Native Notes" (N. C. Duity News) include the following :- As will be remembered by readers of these "Notes," it was decided by the gentry and merchants, who had assembled about month ago to protest against certain harsh and unjust clauses in the prop sed a w Chinese Exclusion Treaty between the U ited States and China, that, should the United States pers st in inserting the obnoxious clauses, a boycott on American goods and manufactures, or rather everything Ame ican (which | includes schools and text books) should to declared "two mouths from date of the decision." The programme which was recommended by a member of the Shanghai gentry, namely, Totai Tseng Chu. was endersed not only by the local gentry. merchants, and eschool teachers, but also by those of Canton, Macao. Hongkong, Swatow, Amoy, Foochow, Wenchow, Ningpo, Hangehow, Shaohsing, Chinkiang, Nankow, Auch'ing (Nganking) Kiukiang, Hankow, Wuchang Hinyang Shasi, Ichang, Chungking, Chengte Pekinz, Tientsin, Chefoo, Kaifeng and two or three other cities in the interior. Even Chinese in Sumatra, Singapore, Australia, New York, and San Francisco telegraphed to Shanghai their hearty approval of the steps to be taken as a protest against the action of the U. S. Government, calling upon their friends in China to "stand firm" and not allow themselves to be coerced into giving up the line of actionnow adopted. Indeed, never in the history of this country has there ever been such unanimity of sentiment as has been shown in the present instance, and so people may be pardoned if they show surprise when it became known yesterday that Mr. Tseng Chu, the author of the proposed boycott, having been approached by certain members of the Chinose Chamber of Commerce, had approved of a proposal to extend the limit of the commencement of the boycott from two to six months after date of the decision arrived

at in the first instance. Evidently there is

dissension in the ranks and the cooler headed

mon are now getting things more in their way

than the fiery spirits of the younger members

of the local gentry and merchants.



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NEW ADVERTISEMENTS

WE have authorised Mr. D. J. PETIGURAH to sign our Firm rom this date. R. S. WOONWALLA & CO. Hongkong, 10th July, 1905.

TO LET FURNISHED.

NOUSE in SEYMOUR TERRACE, overlooking the Harbour, with Garden and Tennis Court. "SEYMOUR," Apply to-

Care of Daily Press Office. Hongkong, 11th July, 1905.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FINHE CERTIFICATE No. 695 for one A Share numbered 2231, on which the sum of \$30 has been paid up, standing in the Rogistor in the name KHEE SHING, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Society on or before the thirty-first day of August next, a New Certificate for the said share will be issued by the society and the old certificate will thereafter be held as null and void. By Order of the Board of Directors.

C. MONTAGUE EDE. Acting Secretary. Hongkong, 11th July, 1905.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY. No. 38 of 1905_

To Mr. TSOI CHUNG LEE alias CHOY CHUNG, late of No. 16, Wyndham Street, Victoria, in the Colony of Hongkong, Gentleman.

FIJAKE NOTICE that on the 6th day of July, 1905, a Petition was issued against you by the Supreme Court of Hongkong in its Bankruptcy Jurisdiction on the application of LO TUL CHAU in respect of his claim against you for \$23,552.80 being the amount of Judg. ment debt, interest and taxed cos's which the said LO TUI CHAU, was entitled to recover against you in Original Jurisdiction Action

No. 198 of 1904. AND FURTHER TAKE NOTICE that on the 10th day of July, 1905, the said Supreme Court made an Order directing that the said Petition be served upon you by posting a copy thereof together with a copy of the Order, at the entrance of the said Court and that notice thereof be inserted in one English and in one Chinese newspaper having a circulation in the said Colony:

JOHN HASTINGS. 18. Queen's Road Central, Hongkong, Solicitor for the Petitioniug Creditor, Lo Tui Chau. Dated this 10th day of July, 1905. 1645

THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF TRADE MARK.

OTICE IS HERESY GIVEN that A essien a Wm. MEYERINK and Co., of Victoria, in the Colony of Hongkong, and elsewhere, Merchants, have on the 10th day of May, 1905, applied for the registration in Hongkong in the Register of TRADE. MARKS of the following TRADE MARK :--The representation of a cask or barrel round

which is a narrow ring, underweath the barrel touching the ring depends a label, the whole being surrounded by another narrow ring in the name of the said Messieurs WM. MEYER-INK and CO., who claim to be the so'e proprietors t ereof.

The TRADE MARK has been used by the applicants in respect of the following goods: SEWING COTTON ON SPOOLS OR REELS in Class

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned. DEACON, LOOKER & DEACON,

On behalf of the Applicants. Dated the 10th day of July, 1905. [1646

THE TRADE MARKS ORDINANCE,

Application for Registration of

TRADE MARK,

NTOTICE IS HEREBY GIVEN that Messieurs WM. MEYBRINK and Co., of Victoria, in the Colony of Hongkong, and elsewhere. Merchants, have on the 10th day of May, 1905, applied for registration in Hongkong in the Register of THADE MARKS of the following TRADE MARK :-

A picture of a Chinese Girl and Boy-the girl is depicted sitting on the ground with her left hand extended towards two gay plumaged birds which are walking towards her —the boy is standing on the girl's left and is holding up in his left hand a round bat—there are some thrubs at the back and part of a Floor), where he will be prepared to undertake Chinese house on the right of the picture-also a picture of a Chinese girl depicted standing up on the left feeding some pigeons some of which are on the ground o hers are flying-on the right are two Chinese children (a girl and a boy) who are running towards the pigeons—at the back of the picture are some shrubs and a . Chinese summer house. And the applicants disclaim any right to the exclusive use of the added matter, in the name of the said Messieurs WM. MEYERINK & Co. who claim to be the sole proprietors hereof.

The TRADE MARK has been used by the Applicants in respect of the following go ds: Tin Boxes in Class 13. A facsimile of the TRADE MARK can be

seen at the Office of the Colonial Secretary of Honnkong and also at the Offices of the undersigned.

DEACON, LOCKER & DEACON, On behalf of the Applicants." Dated the 10th day of July, 1905. [1647]

NEW ADVERTISEMENTS BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOO THE Company's Steamship

" PUNDUA.' Captain Swauson, will be despatched as above on SUNDAY, the 16th July, at DAYLIGHT. For Freight or Passage apply to "Jardine, Mathéson & Co.,

Hongkong, 11th July, 1905. INDO-CHINA STEAM NÁVIGATION COMPANY, LIMITED.

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"LAISANG." having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from slong-

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JARDINE, MATHESON & CO., General Managers. Hongkong, 10th July, 1905.

THE HONGKONG WEEKLY PRESS and L CHINAOVERLAND TRADEREPORT is now ready and contains :-

Epitome of the Week's News. Leading Articles :---Far Eastern Investments. The "Japanning" of China. British Shipping.

Angle-Japanese Relations, The War Settlements. The Chinese American Boycott. Some Japanese Financial Figures. Hongkong Jottings

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"HARBOUR," Care of Daily Press Office. Hongkong, 30th June, 1905. NOTICE.

TATE have this day authorised Mr. CARL ROBERT LENZMANN to sign our firm from this date. CARLOWITZ & CO. Hongkong, 6th July, 1905

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Hongkong, 10th July, 1905. NOTICE.

LL PERSONS having Claims against Mr. JAMES R. SYMINGTON, Civil | July, both days inclusive. Engineer, are requested to send same in writing to his Attorney, WILLIAM JAMES HOBBY, c/o the undersigned, when they will be promptly liquidated. Unless such claims are seat in prior to the

and they will not be recognised. - . JOHNSON, STOKES & MASTER, 8, Des Voux Road Central. Solicitors for the said Mr. WILLIAM JAMES Hobbs, Attorney for the said JAMES R. SYMINGTON.

Dated the 5th day of June, 1905. - [1613

31st July, 1905, no notice will be taken of them

NAVY CONTRACT.

FINDERS are invited for the supply of SINGON & CO. MISCELL'ANEOUS MATERIALS, (FIREWOOD, LIME-white best, CHARCOAL, &c., &c.,) from the 1st August, 1905, to-H.M. Dockyard, Hongkong. Forms of tender can be obtained on applica-

tion to the NAVAL STORE OFFICER. H M. Dockyard, and should be returned not later than the 18th July, 1905. A deposit of One Hundred Dollars (\$100) will be required when applying for tender forms, to be returned if the tender is declined. Hongkong, 10th July, 1905.

NAVY CONTRACT.

'R'ENDERS are invited for the supply of LABOUR and JUNKS in connection with the COALING of H.M. FLEET, &c., at Hongkong, for a period of 12 months from the 1st Au .ust, 1905.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER H.M. NAVAL YARD, Hongkong, and should be returned not later than Noon on 19th July.

Hongkong, 6th July, 1905.

GOVERNMENT NOTIFICATION .-

No. 411. FIENDERS will be received at this Office until Noon of MONDAY, the 14th day of August, 1905, for the purchase of the following PLANT and MATERIALS, formerly in

use on the Praya Reclamation Works, Ordinance No. 6 of 1889) :-Lot 1:-STEAM TOW BOAT built by the Hongkong and Whampon Dock Co. in 1890. Length between perpendiculars, ... 90 feet. Broadth, extreme, 17

Lepth moulded. Compound surface condensing Engines, about Let 2.—FLOATING STEAM DERRICK CRANE supplied by the Hongkong and Whampon Dock Co. in 1390. Working load 8 tons at a radius of 50 feet. The Crave built entirely of iroa, and mounted on an Iron Pontoon 60 ft. by 40 ft.

by 6 ft. 6 in., with semicircular ends Draft 2 ft. Lot 3.—Lighters (2) for deck cargo (concrete blocks). Built by the Hongkong and Whampon Dock Co. in 1899. Constructed of Manila hardwood and Oregon pine, and sheathed with zine. Dimensions 75 ft. by 23 ft. by 5 ft. 6 in. Carry 80 tons on a draft of 3 feet. Lut 4. - LOCOMOTIVE STEAM DERRICK

CRANE by Ransomes and Rapier. Working load 8 tons at a radius of 25 feet. Also 516 I neal yards of 70 lbs. flat-bott-med STEEL RAILS, with points and cross ngs, FISH FLATES, BOLTS, SPIKES, and sundry PLATE-LAYER'S TOOLS.

Lot 5 .- Diving GEAR by Siebe, Gorman

2 No. Double Air Pumps. 1 .. Single 4 ... Helmets.

133 lin feet of second hand Air Pipe.

And a quantity of new Underclothing, &c. Lot 6. - CONCRETE BLOCKS. 150 No., varying from 96 to 144 cubic feet, more or less damaged. Total bulk about 15,310 cubic feet. For all particulars apply to the Public Works Department. The Government does not bind itself to

accent the highest or any tender. By Command. F. H. MAY, Colonial Secretary. Colonial Secretary's Office.

trongkong, 30th June, 1905.

REWARD OF \$5,000.

FFERED by the undersigned for the Arrest and Conviction of any person or persons who are in the habit of SMUGGLING large quantities of Opium into this Colony. CHIN JOO HENG CO., Opium Farmers.

Hongkong, 20th June, 1905.

PURE FRESH WATER. TITHE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply

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NOTICE TO KOWLOON RESIDENTS

Hongkong 25th February, 1905.

INXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE's KOWLOON STORE, No. 36. Elgin Road and M1 AH YAU'S FERRY WHARF. STALL. Price 15 cents per copy cash. 唐 Hongkong, 22nd Pecember, 1902.

PUBLIC COMPANY

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS WILL be held at the COMPANY'S OFFICES, St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1905, and

electing Directors and Auditors. -The TRANSFER BOOKS of the Company will be CLOSEI) from the 1st to the 15th By Order of the Board of Directors.

GIBB, LIVINGSTON & CO., Agents. Hongkong, 28th Jane, 1905,

HONGKONG BUSINESS DIRECTORY.

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A TABLE OF THE OF EXCHANGE AT HONGKONG for Demand Drafts on London on the day of or

NOW READY.

also Table of Yearly Approximate Averages FOR 31 YEARS. 1874 to 1904. Price \$2 Cash, On Sale at the "DAILY

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PRESS" OFFICE, or Local Booksellers. Hongkong, 11th May, 1905. BOARD AND RESIDENCE

BOARD AND RESIDENCE. RS. GILLANDERS

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"BRAESIDE." LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Road. Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to-Mrs. F. W. WATTS, "Braeside," 20, Macdennell Road, (late of "Tang Yuen." Hongkong, 27th June, 1905. TO LET.

TNURNISHED ROOM with Board in Private Family. Apply—

Care of Daily Press Office. Hongkorg, 22nd June, 1915. TO LET.

TAURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon. Apply-* S. S....

Care of Daily Press Office.

Hongkong, 3rd June, 1905. TOENSION FRANCAISE AND RESTAURANT. 49. POTTINGER STREET. TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$3,50 per day. Reduced Terms for an Extended Stay. Hongkong, 19th January, 1905. TO LET.

FINWO ROOMS and Verandah on the First Floor of the Old Hongkong Club. snitable for Office. Immediate Possession. Apply to- A. F. J. SOARES. No. 1, Duddell Street. Hongkong, 10th July, 1905.

10 LET

70. 74, CAINE ROAD.

No. 2. MACDONNELL ROAD. Apply to-COMPRADORE'S DEPARTMENT, Nippon Yuson Kaisha. Hongkong, 3rd June, 1905.

TOUSES Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession let

August, 1905. Apply to— CHINA MERCHANTS S. N. CO., 5 & 16, Praya West, Hongkong. Hongkong, 6th July, 1905.

TO LET. OFFICE ROOMS at Nos. 12 & 14, Queen's.
Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease. SEVEN EUROPEAN HOUSES, late

F. Blackbead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to= CHUNG SHUN KOO, 12 & 14, Queen's Road Central. Hongkong, 24th December, 1904.

TO LET. POTTINGER STREET.

Apply to-

ARRATOON V. APCAR & CO. 45, Wyndbam Street. Hongkong, 4th July, 1905. HONGKONG CLUB.

TO LET. INTWO ROOMS on the Ground Floor of the nnnex, from let September next, suitable for Offices. For particulars apply to the

undersigned. C. H. GRACE, Secretary. Hongkong, 1st June, 1905.

TO LET. TOP FLOOR, No. 4, Morrison Hill Roall consisting of 2 spacious rooms, large hall, kitchen and bathroom complete. Apply at 4, Morrison Hill Road

Hongkong, 30th June, 1905. TO LET.

NO. 1, RIPON TERRACE. FLATS in Mobeton Tebrace, facing the Polo Ground OFFICES in course of erection, CONNAUGHT

ROAD (near BLAKE PIER).

Hongkong, 29th June, 1904.

GODOWNS: PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ld. Apply to— THE HONGKONG LAND INVEST

MENT & AGENCY CO., LD.

TO LET. TATITH IMMEDIATE POSSESSION "FOREST LODGE" Caine Road.

Apply to-H. N. MODY. Hongkong, 2nd May 1905.

TO LET.

TMMEDIATE POSSESSION; No. 2, SELBOURNE VILLAS, (No. 10 KENNEDY ROAD), 8 Roomed House. Servants' quarters detached. Lately rennovated throughout. Apply to-

MOK KOON YUK. Compradore Office. Butterfield & Swire. Hongkong 24th May, 1905. TO LET.

NTOS. 2, 5, 6, BARROW TERRACE DURBAR HOUSE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

SAM WANG CO., LD., 81. Queen's Road Central. Hongkong, 18th May, 1905. TO LET UNFURNISHED—AT THE

Apply to-

PEAK. WATITH Immediate Entry, "LYEE MUN BARKER ROAD, containing Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation

Apply to-RUSSO-CHINESE BANK. Hongkong, 3rd May, 1905.

TO LET. Prince's Buildings. TWO ROOMS in Prince's Buildings. Apply to-LAUTS WEGENER & CO.

Hongkong, 4th March, 1905. TO LET. NTO. 11, GAGE STREET, Eight Rooms,

from 1st June, 1905. Apply to-E. A. DE CARVALHO, 14. Arbuthnot Road. Hongkong, 13th May, 1905.

TO LET.

70: 12, KNUTSFORD TERRACE KOWLOON. Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

TO LET-FURNISHED. FIVE-ROOMED BUNGALOW at the A PEAK to end of year. Apply—

Hongkong, 5th May, 1905.

DENISON, RAM & GIBBS. Hongkong, 9th June, 1905. TO LET. ODOWN. No. S. NEW PRAYA.

Kennedy Town, Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905.

YRIE, Unfurnished. Newly repaired, Painted and Colourwashed. No. 4, BELILIOS TERRACE, Ist Row.

2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messre. Caldbeck Maggregor & Co.'s premises). No. 1, DES VŒUX VILLAS.... BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental,

2ND FLOOR in Central position, containing Four Large Rooms, Antercom and Lavatory. &c., with use of Electric Lift. Well suited for Offices. Apply to-

LINSTEAD & DAVIS 3rd Floor; Alexandra Buildings. Hongkong, 9th June, 1905.

Hotel Mansions THREE OFFICES commanding position on Front.

M. J. D. STEPHENS, Solicitor, -18 Bauk Buildings.

TINFURNISHED at No. 31, CAINE ROAD (Lossession 1st October, 1905), SIX-ROOMED HOUSE and Garden. Healthy locality. Three storied building. View of Harbour.

Apply to-CHOW DART TONG, Care of DARTLY & CO., Ton Floor No. 19, Queen's Road Central.

SHOP, No. 14, QUEEN'S ROAD, CEN-First floor, No. 12, QUEEN'S ROAD. CENTRAL. Second floor, Nos. 12 & 14, QUEEN'S

S. BISNEY. Hongkong Hotel. Hongkong, 7th June, 1905.

E. JONES HUGHES. Hongkong, 6th June, 1905.

Apply to-

Apply to-HO U. MING.

TO LET. TAOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing

TO LET.

NAVIGATION CO. 15 & 16, Connaught Road, Praya W.

TO LET.

TC LET. 66 DARKSIDE" KOWLOON, a Six Roomed Detached House Standing in its own Grounds, facing the King's Park. For Particulars, apply to— THE HONGKONG LAND INVEST-

Hougkong, 24th May, 1905.

Donnell Roads, For full particulars, apply to-LINSTÉAD & DAVIS,

Alexandra Buildings, 3rd Floor.

TO LET. 66 / THE OAK," No. 33, CONDUIT A ROAD, Six Roomed House, with Tennis Court.

Hongkong, 17th February, 1905.

Hongkong, 11th July, 1905. TO LET. TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or

Apply to-HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 30th June, 1905.

Apply to-ARRATOON V. APCAR & CO., 45. Wyndham Street. Hongkong, 13th June, 1905.

NTO. 3, GRANVILLE AVENUE, KOW-LOON. Electric light. Immediate

FINANCE CO., LD., Hongkong, 20th June, 1905.

TO LET.

Hongkong, 29th March, 1905. TO LET

-SECOND FLOOR, No. 58, Elgin Street, Possession 1st August, 1935,__

Hougkong, 30th June, 1905. TO LET.

ROAD, CENTRAL. Apply to-

TO LET. TATEIRION, No. 2, THE PEAK. Immediate possession.

TO LET OR FOR SALE. TAUNHEVED 33, Robinson Road.

81, Queen's Road Central. Hongkong, 17th June, 1905.

the New Post Office and Hongkong Hotel. Care of Daily Press Office. Hongkong, 9th March, 1905.

NIEW EUROPEAN HOUSES in Cameron and Des Vœur Reads, Kowloon. Electtrical Fittings for Lights, &c. Possession about Ist June. Apply to-CHINA MERCHANTS STEAM

Hongkong, 19th April, 1905.

TAWELLING HOUSES on Pedder's Hill. occupation from the 1st June. For Further Particulars, apply to-DAVID SASSOON & CO., LD. Hongkong, 6th April, 1905.

MENT AND AGENCY CO., LD.

TO LET. NIEW "KINGSCLERE" with Stables, entrances in both Kennedy and Mao-

C. F. DE CARVALHO, Apply to— Care of H. and S. Bank.

about 31st August, 1905. Moderate Rentals.

TO LET. NOS 4 & 5, OBSERVATORY VILLAS: KOWLOON. Five Roomed Houses Tennis Court.

Apply to-HUMPHREYS' ESTATE &

Mukden Paking Dalny Chefon Port Arthur LONDO BANKERS. THE LONDON JOINT STOCK BANK, LIMPER.

BANK, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per ar your

PARR'S BANK, LIMITED.

THE UNION OF LONDON AND SMITHS

"Manager. Hongkong, 22nd May, 1905. 4 THE BANK OF TAIWAN LIMITED

TAKEO TAKAMICHI.

(INCORPORATED BY SPECIAL IMPERIA) CHARTER) CAPITAL PAID-UP 2,500,00 HEAD OFFICE: TAIPEH, FORMOSA.

BEANCHES AND AGENCIES: Tainau Kobe Tamsui - Nagasaki Tokio Osaka Foochow Yokohama Shanghai Keelung

HONGKONG OFFICE: 4. Queen's Road. Interest allowed on Current Account. Deposits received on terms which may be learn? on application.

S. SHIGENAGA, Manager. Hongkong, 1st November, 1904.

HONGKONG SAVINGS BANK.

FIGHE Business of the above Bank is coud to ted by the HONGKONG AND BHANG. HAI BANKING CORPORATION. Ruis may be obtained on application. INTEREST on deposits is allowed at ? PER CENT. per annum. Depositors may transfer at their optim

balances of \$100 or more to the Hongkong Alif SHANGHAI BANK to be placed or FIXED. DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghal BANKING CORPORATION. J. R. M. SMITH,

Chief Manager.

Managar.

Hengkong, 1st May, 1902

EUTSCH-ASIATISCHE BANK. AUTHORISED CAPITAL Sh. Tasis 7,500,000

HEAD OFFICE-SHANGHAL. BOARD OF DIRECTORS BERLIN. BEANCHES: Calcutta Hankow Teingtau Tainanfa Tientsin LONDON BANKERS

Mesers. N. M. ROTHSCHILD & Sons. THE UNION OF LONDON AND SMITHS BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENOY DIRECTION DEE DISCONTO GESELLISCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description o Banking and Exchange business transacted. M. HOMANN.

Hougkong, 1st April, 1905.

STRICTURE AND KIDNEY DISEASE HOW BEER AFFECTED THE KIDNEYS.

Cuto 2 Years Ago Still Well To-day. 54, Brighton Place, Hampton Square, Sheen Lane, Mortlake,

London, England. For nearly 19 years I suffered from stricture and kidney disease, and many a time have I laid on the bedroom floor writhing in agony. Twice I have been in hospital and undergone operations for the stricture. Never, as long as I live, shall forget what I went through then. The doctors said I could not live another three menths, yet I can truly say that, although two years have passed since then, I was never better in my life than I am to-day.

My illness came on in this way: Oue day at my work I strained my back, and afterwards I suffered from severe cutting pains, just over where the kidneys are, especially when I stooped I could not sleep well at nights, and there were distressing primary disorders. I was miserable and out of sorts, and although the doctor did all he could for me, I got worse instead of better. "If I had a glass of beer it irritated my kidneys so much that I had to keep to my hed for a week, but since using Donn's Backache Kidney Pills I can enjoy my glass without feeling a bit

the worse for it. It wasn't until I had finished the fourth box of Doan's Pills that they seemed to be doing me may good, but I persisted with the medicine. and with the fifth box there was a decidedly freer action of the bladder. No other medicine. had ever helped me at all, and you can imagine how delighted I was at this relief. For six months I continued with Doan's Backache Kidney Pills, and then I was entirely cured of the strigture and kidney disease. From that day to this there hasn't been any sign of the old complaints returning.

My suffering and my cure are well known to hundreds of men I have worked with in Loudon, and I am sure that had I not used Donn's Backache Kidney Pills when I did, I should

never have lived. (Signed) GEO. PRIEST. Doan's Buckache Kidney Pills are 2/9 a box, or 13/9 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co. Wells Street, Oxford Street, London, England post free on receipt of price.

THE MERCANTII " HANK O INDIA, LIMITARI).

Subschied 1,125,000 PAID-UP RESERVE FUND 110,000 BANKERS: LONDON JOINT STOCK BANK, LIMITED

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance ON FIXED DEPOSITS:-For 12 months.....4

A. R. LINTON, Acting Manager.

Bongkong, 30th June, 1 05. NTERNATIONAL DANKING CORPORATION

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama. CAPITAL AND SURPLUS - AUTHORISED Gold \$10,000,000

CAPITAL PAID UP... ... Gold \$3,250,010 RESERVE FUND Gold \$3,250,0 0 HEAD OFFICE: New York. LONDON OFFICE: Threadnesdle House, E.C. Branches and Agents all over the World.

LONDON BANKERS. 27 NATIONAL PROVINCIAL BANK OF ENGLAND. LIMITED.

Union of London and Smith's Bank, LIMITED. BRITISH-LINEN COMPANY BANK

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained ou CHARLES R. SCOTT. Madager:

20. Des Voux Road. Hongkong, 26th May, 1905.

INSURANCES

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THIE Undersigned, having been appointed AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRI at Current Bates. REUTER, BROCKELMANN & (O.,

Hongkong, 21st April, 1897 NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY

TOTAL FUNDS AT 318T DECEMBER, 19/4 £17.161 299

AUTHORISED CAPITAL... 23,000,000 SUBSCRIBED CAPITAL 2,750,000. PAID-UP CAPITAL 687,500 0 II. FIRE FUNDS...... 3,001,266 12 9

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO. A conte

1 mgkong, 30th June, 19 5. 1587 EUNION OF PARIS FIRE INSURANCE

COMPANY, LIMITED THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current

SITMSSEN & CO. Hongkong, 1st January, 1904.

FOR EUROPE and AMERICA, India, Australia, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS. with which is incorporated "THE CHINA OVLKLAND TRADE REPORT." Subscription, paid in advance; \$12 per annua Postage to any part of the World \$2.

THE CHINESE COMMERCIAL. PROGRAMME.

Following are extracts from the P. & T. Times of June 24th: 4-At the meeting of commercial men in the City on Saturday. Mr. Wang Tsung-tang. Compradore of the Russo-Chinese Bank who, as we have already stated, presided, read a paper on the proposed boycott of American goods, which was divided into four chief and sixteen subsidiary headings:

PACIPIC-ACTION The speaker maintained that the movement should not in any way be directed against Commercial Guild has, we learn, printed and missionaries and merchants should alike be treated with courtesy and "respect.? That the movement should have as its object merely the upholding of commercial rights, and not in any way usurp political powers. 2 UNANIMITY.

In order to be successful the movement must be a united one all over the country. Merchants liero should adopt the Shanghai regulations; carefully record reports and results of all discussions in other ports; and, doing away with all class distinctions North and South, must combine harmoniously together if anything is really to be achieved.

3 CONSISTENCY. Mr. Wang proceeding pointed out that would be no use if the movement was not stendily maintained until the desired object was attained. While sustaining it, the regulations. should be improved. The manufactures and sale of Chinese maunfactures similar to those of merica should be stimulated and encouraged and arrangemen's made with retail dealers for their sale. Lastly he dealt with the question of 4. PUBLIC OBLIGATIONS.

He maintained that a superintendent should be appointed at each trading centre, and inspectors in all ports and principal towns. That no efforts should be spared to enlighten the people and that the fullest publicity should be given to all the proceedings in connection with the

If will be seen from the above that the resolutions of the merchants and students are very much in line, and that while both are carefully framed to avoid friction with American people and thus evade responsibility for any trouble which may occur, they are founded on principles which can hardly, in China, escape nullifying

the precept in practice. The anti-American movement, though smiled at in some quarters, is we fear going very strong in its misguided policy. Those who know the Chinese best cannot but marvel at this sudden outburst of a patriotism which had hitkerto been absolutely non-existent, and there are those who, reading between the lines, believe they see the shade of another nationality behind the Chinese agitators. Chinese demonstrations do not as a rule embrace all provincial representatives in the way that this movement appears to be doing and for this reason, if for no other, there is ground for the argument that the move is not without inspiration in other quarters, Whether this be so or not, there is an exceptional amount of organization about the movement that call for careful attention, and leads to the belief that it will not be so innocent unless very resolutely and drastically nipped in

the bud. On Sunday there were two meetings in the City which were of distinct importance. One was by some 630 students representing no less than 26 different schools and colleges, which 18 held in the Guild Hall of the City, commencing at 2 o'clock and lasting till 8 p.m. The chair was taken by Mr. Shih Tso-hsin. a teacher in Mr. Yen Hsin's Middle School, and the result was the passing of the following ten

to them the reasons for this action.

to ascertain that all these resolutions are duly observed and carried out. . 5.-We will make it our business to obtain and

all districts and provinces where it is being Office it issued a protest against J pan's adopted.

6.-We promise to introduce it wherever it is at present unknown. -Every encouragement must be given to the

improvement of Chinese manufactures so that they may compete with the excluded American goods. 8,-We will invite the writing and circulation

of essays and articles on this question. 9.—In each school there must be one or two students who will study and lecture on this subject, and exhort the people not to buy American goods. 10 -All these resolutions wast be faithfully

observed in their entire'y. As a token of sympathy, two of the leading eigarette merchants in the City sent the students a large quantity of cigarettes which were distributed among them liberally.

The other meeting was of even greater importance, and comprised over 200 of the leading merchants in the City, who met in the Commercial. Guild and debated on the question for over four hours. The meeting included represen-

itatives from almost every province except Fukien, and of all classes of trade, piece-goods. men, silkmen, provisioners, and timbermen. They

signed an agreement binding themselves not to purchase any American goods, entering into a compound guarantee bound to the extent of a 85 400 penalty for any infringement of this pledge, and this we take it is a dorn't which is of no small significance. By this compound guarantes each merchant makes himself responsible for his neighbour to the tune of Tls. 5 1 000, and those who know the force of guarantees in China can hardly doubt the earnestness of the meeting.

In addition to these meetings the Peking American individuals but that American distributed some 10,000 issues of a special paper on this question in the vernucular, to ensure the widest publicity of the boycott. Some merchants have very wisely argued that it is better not to let the question penetrate to the interior districts, as the people being more ignorant there will be great danger of a confusion of ideas and possible riots, as they will -fail to discriminate between an action taken against merchandise only and not the American people. This is undoubtedly true, and we regret that such a sensible aspect of the case has not been generally endorsed. The present agitation is almost certain to penetrate into interior districts sooner or later and some tragic results are almost equally certain to ensue, and ifthey do, China will probably have to learn yet once again that before setting a force in motion it is well to be quite sure that it can be controlled. Ignorance is at present, and likely to remain for many years, a severe hundicap to to remain for many years, a severe hundicap to China in all matters of public agritation and popular demonstration, and we do not hesitate to warn her that she is playing with a very dangerous tool in the present case. She is allowing her people to do what would endanger the friendly relations of any two European Powers, and when it is fully realised that the present movement is seriously hostile to America, a very unpleisant surprise may possibly be in store not only for the students and merchants who have so reck'dssly embarke I on this campaign, but for the Chinese Government which is responsible for the good conduct of its people and the observance by them of the Government's treaty obligations.

H. E. the Vicercy has, we learn, verbally notified the Chief of Police and the Tientsin Prefect to inform the Commercial Guild that hereafter the people must not take part in demonstrations calculated to raise a storm of public feeling in regard to America, in order to avoid international difficult es The question of the Exclusion is one which has to be left to the Government, and must not be dealt with independently by the people. We have also been told, though the papers have not yet areferred to it that the Viceray is issuing a vary strong proclamation on this subject, and has sent to each of the schools prohibiting any fu ther demonstrations on their part. If this is true, we are glad that H. E. has adopted the only right and proper course open to him, and that the emplatic warnings which we have published on the object have helped to call the V ceroy's attention to the other side of the

> KOREAN EMPEROR'S TOKYO VISIT.

The pro Russian Hally News of Chefon is esponsible for the following amusing item:-Private letters received from Korea recently revealed a well-developed scheme for the removal of the Korean Emperor to Tokyo. The thing fell through, but when it was mentioned in press telegrams a very vigorous denial of the story that such action had been centemplated was quickly forthcoming from Japan. Foreign 1.-From this date on we will buy no more officials seem to have reported to their government on the matter, and their representations We undertake to advise all our relatives | confirm reports from Peking that the Japanese and friends to do the same and to explain recently exerted strong pressure on the Emperor of Korea to induce him to leave the 3. Whenever we meet Americans we will treat | country and go to Japan, with the evident them with courtesy and respect and urge purpose of removing him as an obstacle to the all others not to create any trouble in this | development of Japanese control. The Emferor is said to have requested the departure of the 4.—We will as students make it our business | Japanese officials who had prade this representation and to have taken discreet means to permit-European governments to learn of the prospec's of his removal. Finally, when the duly record the results of this movement in situation reached the St. Petersburg Foreign.

GENERAL ORDERS

BY MAJOR GENERAL VILLIERS HATTON, C.B. Commanding the Troops in South China HEAD QUARTERS.

Hongkong, 10th July, 1905. Leave .- No. 159 The leave granted to Lieut. T. A. Whyte, Royal Garrison Artillary in Garrison Order No. 2, of 20th March. 1905, should read from 29th March to 15th October. 1905, and not as the reinstated.

Board of Officers .- No. 160. In accordance with para, 745 King's Regulations a board of Officers composed as under assembled at the Mule Transport Lines, Kowloon, at 12 noon to day, to enquire into the death of Mule No. 42040. President: Cap ain J. H. Casserly, 119th Infantry. Memb rs. - An Officer, Royal Garrison A-tillery. An Officer, 129th Baluchis, A. A. CHICHESTER. Major,

GREGOR

34, QUEEN'S ROAD CENTRAL, IST FLOOR.

FROM U. FAZZINI, FLORENCE.

\$9.75 per ease.

AT ST. LOUIS EXHIBITION.

FUTURE.

ONCE SMOKED ABWAYS SMOKED.

EGYPTIAN CIGARETTES.



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A S WATSON & C ... HONGRONG, SPECIAL AGENTS. Applications at prominent barber shops-



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CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING. RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.

WHEEL AND OTHER LATHES MILLING MACHINES, DRILLS, PLANERS, SLOTTERS, &o.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE. STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

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A SPECIALITY.

ALL TOCLS ELECTRICALLY

ALL PARTS OF THE ENGINES

AND MACHINE TOOLS ARE

MADE ACCURATELY TO

DRIVEN IF REQUIRED.

Suigon 7th July, General.—Chinese. CHOWPA, German str., 1,055, T. Spiesen, 10th July,-Bangkok and Swatow 9th July, Rice and Wood,-Butterfield & Swire. Eva, Norwegian str., 4,700, Balvesen, 10th July,-Cardiff 17th May, Coal.-Order. GLAUCUS, British atr., 3,590, A. D. Baker, 9th July,-Sharghai 7th July, General,-

Butterfield & Swire. HANOI. French str., 738, P. N. Morlees, 9th July .- Hniphong 6th July and Hoihow 8th, General.-A. R. Marty. ... JACOB DILDEBIOHSEN, German str., 650. B. Ohlsen, 10th July, - Hollow 9th July,

General.-Johnson & Co. KERMUN, British str., 5,727. R. Conradi, 10th July,-Liverpool and Singapore 5th July, General. - Butterfield & Swire. LOONGMOON, German str. 1,245, Kulkofen, 10th July,-Shanghai 6th July, General,-

LOONGSANG, British str., 1,092, G. S. Weigall, 10th July .- Manila 7th July .. General .-Jardine, Matheson & Co. SAINT BEGULUS, British str., 2,400, Barg,

Siemssen & Co.

10th Ju y - Newcastle (N.S.W.) 13th June, Corl.-Order. Sirius, British ernicer, 3,600, C. Moore, 10th July,- Woblivei 6th July.

TAKBANG, British str., 977, McClure, 9th July, -Wuhu 5th July, Rice. - Jardine, Mathe son & Co. THINTAU, German str., 1,006, O. Keck, 10th

July .- Bangkok 1st July, Rice and General .-- Butter field & Swire. TUNGSHING, British str., 1,172. Bischard, 10th July,-Wuhu and Chinking 6th July, General.- Jardine, Matheson & Co.

ULEARANCES. AT THE HARPOUR MASTER'S OFFICE. 10th Julyar Andree Rickmers, German str., for Swatow. Denbighshire, British atr. for Nor sakh Glaucus, British str., for Singapo Holstein, German str., for Swatow. Hongwan L., British str., for Amoy Loongmoon, German str., for Canton.

DEPARTURES.

Icth July. CALLAO, U.S. gunboat, for Canton. CHRYUEN, Chinese str., for Canton. FAUSANG, British str., for Canton KWANGLEE, Chinese str., for Shanghaj. PROTEUS, Norwegian str., for Tamsui. TUNGSHING. British str., for Canton.

The British str. Gaucus reports : Moderate monacon throughout. The British str. Tungching reports: Light 8.W. winds, fine and clear. The German str. Tsintau reports: Fine weather, moderate southerly winds throughout.

SHIPPING REPORTS.

YESSELS IN DOCK 10th July. ABERDEEN DOCKS .- Alleneannia. OW . ON DOCKS -- Travancore, Humber,

VESSELS ON THE BERTH

OTTAN DOCK .- Munche.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship "HAITAN,"

Captain Roach, will be despatched for the above ports TO-DAY, the 11th instant, at 10 o'clock A.M., instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

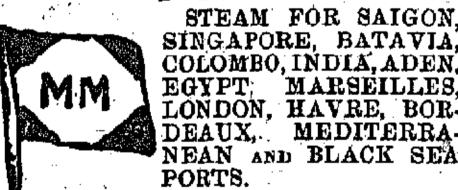
General Managers. Hongkong, 7th July, 1905. FOR SINGAPORE, PENANG AND CALCUTTA.

HE Steamship

Germania.

"LIGHTNING." Captain J. G Spence, will be despatched for the above ports TO-DAY, the 11th inst., at Noon. For Freight, apply to DAVID SASSOON & CO., LD., Hongkong, 6th July, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



COLOMBO, INDIA, ADEN, EGYPT: MARSEILLES. LONDON, HAVRE, BOR-DEAUX, MEDITERRA-NEAN AND BLACK SEA THE Steamship

"OCEANIEN. Captain Courst, will be despatched for MAR-SEILLES TO-DAY, the 11th July, at

Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in

Next sailings will be as follows: 8.S. "TOURANE"..... 25th July. 8.8. "TONKIN" 8th Aug. 8.8. "ARMAND BEHIC" 22nd Aug.

G. DE CHAMPEAUX, Hongkong, 28th June, 1995.

NAVIGAZIONE GENERALE ITALIANA. Florio and Rubsttino United Companies.)

STEAM FOR BOMBAY VIA SINGA. PORE-AND-PENANG. Having connection with Company's Mail Steamers to Aden, Suez. PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAC. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

MALAGA.) THE Steamship

"ISCHIA," Captain Cogliolo, will be despatched as above TO-MORROW, the 12th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock.

hor further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Horgkeng, 11th July, 1905.

DESTINATION

VMBSEL'S NAMES PLAG & RIG

IONDON & ANTWERP VIA MANILA, &c PALMA...... Brit. str. ... LONI ON, &C., YIA PORTS OF CALL SIMLA Brit, str. ... LONDON & ANTWERP, VIA SINGAPORE, &C JAVA.... Brit, str. Brit, str. LONDON, AMETERDAM & ANTWERP HYSON Brit. str. ... LONDON, AMSTERDAM & ANTWERP AJAX Brit. str. ... LONDON, AMSTERDAM & ANTWERP IDOMENEUS LONDON, AMSTERDAM & ANTWERP PABLING MARSFILLES, &c., VIA PORTS OF CALL....... OCEANIES BEFMFN, YIA PORTS OF CALL SACHSEN. SACHSEN. HAVRE, A'WERP & HAMBURG VIA STRAITS, &C. BRIEGAVIA Ger. sir. HAVRE, BREMEN & HAMBUIG VIA STRAITS, &C. SITHONIA Ger. etr. HAVRE & HAMEURG VIA STRAITS, &c. ACILIA........ Ger. etr. ... HAVRE & HAMBURG VIA STRAITS, &c. SPEZIA........ HAVBE & HAMBURG VIA STRAITS, &c. SAMBIA Ger. str. HAVRE & PAMBURG VIA STRAITS, &C. RHENANIA Ger. str. ...! HAVRE & BAMBURG VIA STRAITS, &c. ... SCANDIA........... COTENHAGEN VIASINGATORE& COLOMBO MONTPLANC TRIESTE, &c., via SINGAFURE, &c. CHINA Aus. str. Aus. str. ... GENOA, MARSEILLES & LIVERPOOL TELEMACRUS Brit. str. ... GENOA. MARSEILLES & LIVERFOOL STENTOR Grit. etc. ... NEW YORK & BOSTON AFRICAN PRINCE. Am. 117. ... NIW YORK VIA PORIS & SUEZ CANAL..... KENNEBEC....... Brit. Mr. .. VERCNA NIW YORK VIA FORTS & SUEZ CANAL INDRAWADI Brit. str. NEW YORK, VIA I CRIS & EUEZ CANAL ST. HTGO Brif. str. NEW YORK VIA SUEZ Ger. str. VANDALIA Ger. str. VANCOUVEE, VIA SHANGHAI JAPAN, &c., | EMPRESS OF JAPAN Brit. str. ... VANCOUVER, VIA SHANGBAI JAPAN, &c... ATHENIAN Brit. etr. ... VICICRIA (B.C.) & TACOMA VIA JAPAN PLEIADES Am. str. .. VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN | KERMON Brit. etr. ... PORTLAND, OFEGON VIA SHANGHAI, &C., NUMANTIA Ger. etr. .. AUSTRALIAN FORTS Brit. str. Australian Brit. str. AUSTRALIAN FORTS VIA MANILA, &c. CHINGIU Brit. str. ... AUSTRALIAN FORTS PRINZ WAIDEMAR Ger. str. ... KOBE TAIYUAN Brit. str. .. CHEFOO & NEW CH WANG..... Brit. str. ... Brit. str. ... SHANGHAI.... Brit. atr. ... Shaohsing Brit. atr. .. SHANGHAI VIA SWATOW KWCNGSANG Brit. str. ... SHANGHAI, KOBE & YOKOHAMA Toxkin Fren.str. ... COEOMANDIL..... SHANGHAI..... SHANGHAI VIA SWATOW, AMOY & FOCCHOW .. FRITHJOF TAMSUI VIA SWATOW & AMOY TRIUMPH TRIUMPH TAMSUL VIA SWATOW & AMOY PROTEUS ANPING VIA SWATOW & AMOY PROMISE PROMISE AMOY, STRAITS & RANGOON Pundua Brit. str. ... SWATOW, AMOY & FOOCHOW HAITAN SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN ... CHIHLI Brit. str. ... Brit. str. ... MANILA TFAN MANILA LOONGSANG. MANILA ZAVIRO...... ILOILO. Brit. str. ... Sungkiang....... Brit. str. ... CEBU & ILOILO Brit. str. ... KAIFONG Brit. str. ... LIGHTNING Brit. str. ... SINGAPORE, PENANG & CALCUTTA...... SINGAPORE, SOURABAYA & SAMARANG HINSANG Brit. str. ... SINGAPORE, PENANG & CALCUTTA LAISANG Brit. str. .. BOMBAY VIA SINGAPORE & PENANG Ischia Ital. str. ...

VESSELS ADVERTISED AS LOADING To accertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the I owloon Wharf K.W., together with the number denoting the section. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pierto Naval Yard. 4. From Naval Yard to East Point.

ertii	CAPTAIN	FOR FRHIGHT APPLY To	TO BE DESPATORED
11			and the second s
7		P. & O. S. N. Co.	About 12th inst.
	1	P. & O. S. N. Co	On 15th inst., at Noon.
_ -	L:	P. & O. S. N. Co.	About 20th inst
lm.	1	BUTTERFIELD & SWIRE	On 18th inst.
1 m.		BUTTERFIELD & SWIRE	On let Aug
l m.		BUTTERFIELD & SWIRE	On 15th Aug.
1 m		BUTTERFIELD & SWIRE	On 28th Aug.
		Messageries Maritimes	
	F. v. Letten Peterssen		On 19th inst., at Noon.
k. w	Russ Hildebrandt	HAMBURG-AMERIKA LINIE	On 17th inst
k. w.			On 20th inst.
k. w.	Schulke		On 29th inst.
k. W.	Eblers	HAMBURG-AMERIKA LINIE	On 9th Aug.
k. w. \	Lüning	Hamburg-Amerika Linie	On 23rd Aug.
k.w.	Förck	HAMBURG-AMERIKA LINIE	On 6th Sept.
k. w.	v. Dechren	Hamburg-Amerika Linie	On 20th Sept.
	****** ******* ******* *******	MELCHERS & Co.	Quick despatch.
***	Tomanovich	SANDER, WIELER & Co	On 29th inst., P.M.
1 m.		BUTTERFIELD & SWIRE	On 20th inst.
1 m.	Ma Talana		On 20th Aug.
	MacFerlane	ARNHOLD, KARBERG & Co	About 12th inst.
	The boundaries and proper units	STANDARD OIL CO	About 25th inst.
 :-	Dobronz	CABLOWITZ & Co	About 25th inst.
			On 31st inst.
	Hann		About 4th Aug.
k. w.	Haase	Hamburg-Amerika Linie	Quick despatch. To morrow.
2 m.	H. Pybus, R.N.R.		On 9th Aug.
lm.	S. Robinson, RNR F. G. Purington	, and a second s	
1 m.	E. G. I ding to be a second		On 17th inst.
	Brehmer	PORTLAND & ASIATIC S.S. Co.	
	McArthur		To-morrow, at Noon.
Im.		BUTTERFIELD & SWILE	On 14th inst.
—	Woltemas		On 25th inst., at Noon.
1 m.			l — —
1 m.		BUTTERFIELD & SWIRE	On 13th inst.
			On 17th inst., at 3 P.M.
1 m.		BUTTERFIELD & SWIRE	To-day.
		JARDINE, MATHESON & Co	To-day, at 3 P.M.
	Charbonnel	MESSACERIES MARITIMES	About 11th inst.
· _	G. M. Montford, R.N.R.		About 12th inst.
4	A. Honsen	OSAKA SHOSEN KAISHA	About 20th inst.
	H. A. Haraldsen	1	On 16th inst., at 8 A.M.
_	Krabbe	Osaka Šrosen Kaisha	On 23rd inst., at 8 A.M.
-	Thorstensen	OBAKA SHOSEN KAISHA	About 15th inst.
	Swanson	Jardine, Matheson & Co	On loth inst., at Daylight.
2 h.	Swanson	Douglas Lapraik & Co	To day, at 10 A.M.
1-n.	*************************	BUTTERFIELD & SWIRE	On 13th inst.
1 m.		BUTTERFIELD & SWIRE	To-day.
		JARDINE, MATHESON & Co	On 14th inst., at 4 P.M.
'	A. H. Notley	SHEWAN, Tomes & Co	On 15th inst., at Noon.
	R. Rodger	SHEWAN, TOMES & Co	On 22nd inst. at Noon.
lm.	****** ** ***** ****** *****	BUTTERFIELD & SWIRE	To-day.
1 m.		BUTTERFIELD & SWIRE	On 14th inst.
	J. G. Spence	DAVID SASSOON & Co., LD	To-day, at Noon.
 · .		JABDINE, MATHESON & Co	
, 		JARDINE, MATHESON & Co	On 18th inst., at Noon.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

BATAVIA, CHERIBON SAMARANG &C.

ANTWERP LONDON and PENANG, COLOMBO, PORT [G. W. Cockman, R.N.R.] SAID, SUEZ& MARSEILLES J About 2th | Freight and COBOMANDEL SHANGHAI G. M. Montford, R.N.B. 5 Noon, 15th | See Special LONDON, &c...... C. D. Goldsmith, R.N.R. Advertisement. COLOMBO and PORT SAID

For further Particulars, apply to L S. LEWIS, Acting Supernatendin'.

Hougkong, 11th July, 1905.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date	· · · ·
PLEIADES	9,606	F. G. Purington E. V. Roberts T. W. Garlick	Thursday, July	12th 20th 8th
		-		

1 Cargo only. CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRICLIGHT, DOCTOR AND STEWARDESS.

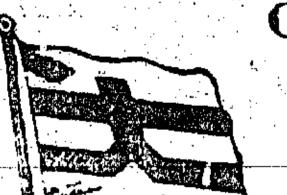
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-DODWELL & CO., LIMITED.

QUEEN'S BUILDINGS. Hongkong, 26th June, 1905.

OSAKA SHOSEN KAISHA.

GENERAL AGENTS



Hongkong, lith July, 1905.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

T. ARIMA, Manager.

LEAVING **STEAMERS** ANPING VIA SWATOW "PROMISE") About SATURDAY. AND AMOY THORSTENSEN - 15th July. "TRIUMPH") SUNDAY, 16th July A TAMSUL VIA SWATOW H, A. HARALDSEN AND AMOY 1 at 8 1.m. "FRITHJOF" * SHANGHAI VIA SWATOW About THURSDAY, 20th July, AMOY AND FOOCHOW A. Hansen SUNDAY, 23rd July, "PROTEUS" TAMSUI VIA SWATOW KRABBE AND AMOY at 8 A.M.

* Taking Cargo on through Bills of Lading to all Yangisze and Northern China Ports. On account of the present state or political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of doctor and stewardesses are carried. affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Dos Voux Road Central.

SOUTH AFRICAN LINE OF STEAMERS

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL The following chartered steamers will run at intervals of about 3 weeks:-

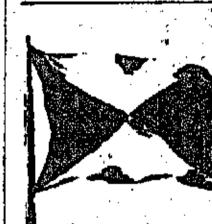
Cogliolo CABLOWITZ & Co. To-morrow, at Noon.

de Brouwe.s..... JAVA-CHINA-JAPAN LIJN About 11th inst.

Captain J. C. Williamson. S.S. "LOTHIAN" S.S. "INDRAVELLI,"... Captain S. Callington. Captain J. W. Martin. S.S. "COURTFIELD."... Captain W. E. Steele. S.S. "CRANLEY" S.S. "IKBAL" Captain M. Robertson. S.S. "ASCOT Captain C. E. Cox. S.S. "SIKH" Captain J. Rowley. S.S. "INKULA" Captain Deap. S.S. "KATHERINE PARK"... For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkon g, 10th February, 1905.



HONGKONG-MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Salcon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

•	STEAMBHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
	RUBIZAFIRO	2540 2540	A. H. Notley R. Rodger	Manila. Manila.	Sat., 15th July, Noos
٠.	For Freight	or Passag	e apply to		

SHEWAN, TOMES & CO., -GENERAL MANAGERS.

Hongkong, 9th July, 1905.

Hongkong, 30th June, 1905.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). For freight and further information apply to

SHEWAN TOMES & CO.. GENERAL AGENTS.

LINIE. HAMBURG-AMERIKA OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATE .. STWAMBES. BRISGAVIA , HAVRE, ANTWERP & HAMBURG | On 17th July. Freight. Capt. Russ (Calling at Singapore, Penang and Colombo) SITHONIA (HAVRE, BREMEN and HAMBURG on 20th July, Freight. Capt. Hildebrandt (Calling at Singapore, Penang and Colombo) ACILIA HAVRE and HAMBURG...... On 29th July. Freight. . Capt. Schülke ... (Calling at Singapore, Penang and Colombo) RHENANIA ... (HAVEE and HAMBURG...... On 6th Sept. Passengers. -Capt. Förck (Calling at Singapore, Penang and Colombo) } SCANDIA HAVRE and HAMBURG
Capt. v. Doebren (Calling at Singapore, Penang and Colombo) On 20th Sept. Freight & Passengers.
VANDALIA NEW YORK VIA SUEZ About beginning Freight. Capt. Hasse with liberty to call at the Malabar coast | of October. Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified

For Further Particulars, apply to HAMBURG-AMERIKA LIN'E HONGKONG OFFICE, No. 1, Queen's Building.

THE AMERICAN & ORIENTAL LINE FOR NEW YORK AND BOSTON. With liberty to call at the Malabar Coast. HE Steamship

"AFRICAN PRINCE." Cantain MacFarlage, will be despatched for the above ports on or about WEDNESDAY, the 12th July. For Freight, apply to

ARNHOLD, KARBERG & CO., Hongkong, 28th June, 1905.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON PHROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, A AMERICAN AND SOUTH AFRICAN PORTS. HE Steamship

'SIMLA.

Captain C. D. Goldsmith, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th July, at Noon, taking passengers and cargo for theth above ports in connection with the Company's s.s. "Marmora," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Bilk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marsoilles and London: other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia." due in London on the 27th August, 1905. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to L. S. LEWIS. Acting Superintendent. Hongkong, 3rd July, 1905.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN HERBERTSHOEHE, MATUPI, BRIS-BANE, SYDNEY AND MELBOURNE. On TUESDAY, the 25th July, at Noon, the Steamship."PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, A will leave this port as above. The Steamer has splendid accommodation and

carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD, For Further Particulars, apply to MELCHERS & CO.,

Hongkong, 3rd July, 1905

FOR NEW YORK

VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR. THE Steamship

"KENNEBEC." will be despatched on or about the 25th July. For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department. 4, Des Voeux Road, Central. Hongkong 5th July, 1905,

DAMPESCHIFFS-RHEDEREI"UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK. With Liberty to Call at the Malabar Coast. THE Steamship

"VERONA," Captain Debronz, will be despatched for the above port on or about TUESDAY, the 25th.

To be followed by the Steamship

"ALBENGA Captain Petersen, on or about end of August. For Freight, apply to CARLOWITZ & CO., Agents. Hongkong, 19th June, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK. WAY VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALAHAR COAST). PROPOSED SAILINGS FROM HONGKONG. "ST. HUGO"

For Freight and further information, apply to DODWELL & CO. LD., Hongkong, 4th July, 1905

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N.E. HIS Steamer departs from Hongkong, on

Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Week Days about 2,30 P.M. and on Sundays at 5.80 P.M. if tido permits FARES-(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5

2nd Class \$1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the cohoming rejee: 1st and 2nd Class, Single Ticket 31, Return

\$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage It cents. Meals can be had on board: Tiffin and Dinner can be supplied either on. board, or at the Macao Hotel, for returning Passengers only, at an extra charge of 82.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3: First Class Passengers who do not care to return on the Excursion Sunday, will be allowed ... to do so the following day (Monday) on produce

tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available. for thefollowing day. The Steamer is lit throughout by Electricity

The Stermer's Wharf at Hongkong is at the. Western end of Wing Lok Srteet. MING ON & CO.

2nd Floor, 16, Vintor Street. Hongkong, 7th October, 12 1904.

COMPANY. LD. STEAMSHIP CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN. WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE. OUTWARDS.

HTEAMERS

"KEEMUN"

	CLINOS TO LOW MATERIAL TO COLOR	"PATROCLUS"	On 14th duly.
	GLASGOW and LIVERPOOL		On 18th July.
	GLASGOW and LIVERPOOL	PRELICIO INCARRESTA DE LA CONTRACTOR DE	On 10th Taly
	JLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.
	THANKOW AND MITTING TO A STATE OF THE STATE		On 3rd August.
	GLASGOW and LIVERPOOL		A 411 AA
	JLASGOW and LIVERPOOL	"MACHAON"	P17 A
	GLASGOW and LIVERPOOL	ORESTED	OH OH August
	GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
	GLABGOW SHE DITTIME DOOL		On 9th August.
	GLASGOW and LIVERPOOL		
		HOMEWARDS.	
	*******	STEAMERS	TO SAIL
	POR		O. 1045 This
	LONDON. AMSTERDAM and	_"HYSON"	On 18th July.
	ANTWERP		
	. GENOA, MARSEILLES and	P"TELEMACHUS"	On 20th July.
	LIVERPOOL	TEMBRIAOROD INDIANA	7
			On the Assessed
	LONDON, ARSTERDAM and)	"AJAX"	On 1st August.
	ANTWERP	• • • • • • • • • • • • • • • • • • • •	
•	LONDON, ARSTERDAM und)	"IDOMENEUS"	On 15th August.
	ANTWERP	TDOMERING	- A-
	AND THE PROPERTY OF THE PARTY O		O- Outly A
,	· GENOA. MARSEILLES and	"STENTOR"	On 20th August.
	LIVERPOOL		
•	LONDON, AMSTERDAM and	"PAKLING"	On 28th August.
	A MINISTREP P		•
	Little of the consequence of the contract of t	Cargo for Liverpool at London Rat	8 9.
	A TREADK	· · · · · · · · · · · · · · · · · · ·	
~	· • · · · · · · · · · · · · · · · · · ·	are the contraction of the cont	•

TRANS-PACIFIC SERVICE. Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO. ND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAD COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD.

	SEATTLE, TACOMA, and FIC COAST PORTS, VIA KI, KOBE & YOKOHAMA		On 17th July. On 7th August.
COMA.	SEATTLE, VICTORIA	STEAMERS	ove On 15th July.

and PACIFIC COAST

For Freight, apply to-AGENTS.

Hongkong, 30th June, 1905.

NAVIGATION LIMITED.

· · · · · · · · · · · · · · · · · · ·		
FOR .	STEAMBRS	TO SAIL.
SHANGHAI	+ "SHAOHSING"	On 11th July.
ILOILO	* "SUNGKIANG"	On 11th July.
MANILA	* "TEAN"	" .
MANILA SWATOW, WEIHAIWEI, CHEFOO;	"CHIHLI"	On 13th July.
and TIENTSIN	"HUPEH",	
CHEFOO and NEWCHWANG MANILA. ZAMBOANGA, PORT	Trot mir in in in it.	
DARWIN, THURSDAY ISLAND,		
DARWIN, THURSDAY ISLAND, COOKTOWN. CAIRNS, TOWNS- }:	* "CHINGTU"	On 14th July.
VILLE, BRISBANE, SYDNEY and J.		
THE PLANT PARTY IN LATER		
CEBU and ILOILO	* "KAIFUNG"	On 14th July.
KOBE	TALYUAN	· Un lotte dury.
The attention of Passengers is direct	ged and the superior second	Pabla. A duly analif
		LEBERALTE ARE CALABLE UNIVERSE

Surgeon is carried. Taking Cargo on through bills of lading to all Yangters and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to-

BUTTERFIELD & SWIRE. AGENTS.

Hongkong, 11th July, 1905.

FROM HONGRONG S'HAI DIG INLAND DODTET A NO OREGON

Phoposed Sailings Feom Sea of Japan, Moji,	KARM AND Y	OKOHAMA FOR)KILAND, UNEGON
OPERATING IN	OREGON.	RAILROAD 8	NAVIGATION CO
STEAMSHIP	TONS.	CAPTAIN Brehmer	TO SVIP WI DVINGTO
"NUMANTIA"	4,483	Metzenthin	August 6th, 1905.
- "ARAGONIA"	5,198	Qakaldt	August 26th, 1905. September 16th, 1905.
"NICOMEDIA"	m issued to De	aifia Coast Points A	nd - Eastern, Canadian and
United States Points. For	through rates	of Freight and furt	her information, communicate

ALLAN CAMEBON, GENERAL AGENT. Hougkong, 9th July, 1905.

with or apply to

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. POR SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMOBE, NEW OBLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAUS. N.B.—CARGO CAN DE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACE.

IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS.

		1805
SACHSEN	WEDNESDAY	19th July
SAUDDED	WEDNESDAY	2nd August
	WEDNESDAY	16th August
PRINZ HEINRICH	WEDNESDAY	30th August
F 11/1 14 24 14/4 4 44/4 F 7	, W D D D T T T T T T T T T T T T T T T T	13th September
en witte cult	WEDNESDAY	AND CONTRACTOR
	WEDNESDAY	27th September
TOON	WEDNESDAY	11th October
	WEDNESDAY	25th October
	WEDNESDAY	8th November
PRINZESS ALICE		22nd November
CACHGIN	WEDNEDDAY	74k Thesenber
**************************************		6th December
PRINZ HEINRICH	WEDNESDAY	20th December
Elvina internation		
· 中国的基本的基础,并不是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	· · · · · · · · · · · · · · · · · · ·	

WEDNESDAY, the 19th day of JULY, 1905, at Noon, the Steamship "SACHSEN," Captain F. v. Letten-Peterssen, with MAILS, PASSENGERS, apply to SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 17th July. Cargo an Specie will be received on Board until 5 P.M., on Tuesday, the 18th July, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 18th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLO7D. For further Particulars, apply to

MELCHERS & CO., Agents. Hongkong, th July, 1905.

INDO-CHINA STEAM NAVIGATION CO..

	PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
٠,	RTRAMERS 20 SALL.
	A STEANGTE AT THE SING TOWN WWONGSANG" Tuesday, 11th July, 3 P.M.
. !	* MANILA "LOONGSANG" Friday, 14th July, 4 P.M.
	SINGAPORE. SOURABAYA and "HINSANG" Friday, 14th July, 3 P.M.
. '	
	TIENTSIN WOSANG" Monday, 17th July, 3 P.M.
	I MOTRY OLD TRANSPORT IN TRANSPORT OF A TOTAL OF A STATE OF A LINE A NITE OF A TOTAL OF A STATE OF A STATE OF A
-	These steamers have superior accommodation for First-Class Passengers and are fitted
	1 48a a.b 4 a.c.14. TM - 11. T 21. 4 .
Į.	+ Taking Cargo on Through Bills of Lading to Cheroo, Tientsin and Tangusza Forus
	For Freight or Passage, apply to JARDINE, MATHESON & CO.,
. •	GENERAL MANAGERS. [18]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

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CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC

R.M.S. PROPOSED SAILINGS FROM HONGRONG (SUBJECT TO ALTERATION).
"EMPRESS OF JAPAN" 6,000 Tens Com. H. Pybus, R.N.R. WEDNESDAY, 12th July. Hongkong to London, 1st Class via St. Lawrence £80. via New York £62 Intermediate on Steamers, and 1st Class Rail

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHILL passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at

Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

an Japanese Governments. For further information. Maps. Guides. Haudbooks, Bates of Passage and Freight, apply to D. E. BROWN. General Agent. 9. Pedder Street.

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COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. HE Company's Steamship

"TONKIN, Captain Charbonnel, will be despatched for the above ports on or about TUESDAY, 11th inst. For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong 5th July, 1905. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA,

THE Steamship

"AUSTRALIAN," Captain McArthur, will be despatched for the

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provi. FAUSANG, British str., 1,410, T. A. Mitchell, sions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. 🗽

A duly qualified Surgeon and Stewardess ere carried. N.B.—To assure he additional comfort of GLADESTRY, British str., 1.521, C. Crane, 12th passengers the Steamers of the Company have

electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongking, 16th June, 1905. EAST ASIATIC COMPANY, LIMITED COPENHAGEN.

NOTICE. STEAM FOR SINGAPORE, COLOMBO AND

COPENHAGEN. HE Chartered Norwegian Steamship "MONTBLANC."

about THURSDAY, the 20th inst.

For Particulars, apply to MELCHERS & CO., Agents. Hongkong, 7th July, 1905.

will be ready to load for the above places on or



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

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."CHINA." Captain "omanovich, will be despatched as above on SATURDAY, the 29th inst., P.M. passengers, electric light and carries a dector.

SANDER, WIELER & CO., Agents. Princes' Buildings. Henry kong, 8th July, 1905

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SHIPPING IN PORT. ADATO, British str., 2,145. Robt. Stewart. July,-Moji 27th June, Cod. - 'rder.

ALDERSHOF, British str., 1,3 4, Adam, 24th July,-Chinking 20th June, General,-Dodwell & Co. ANDREE RICEMERS, German str., 1,020. I Robn, 5th July, - Bangkok 29th June, Rice.

-Melchers & C > BARON FAIRLIS, Briti-h steamer, 2,323, J./I Ulls com 6 h July, -- Calcutta 19th June, Coal -Order. CHILDAR, Norwegian s'r., 1 102, Arnesen, 9th

July, - Colonita 23rd June, Coal, - Asgasrd. Thoreson & Co. CHIYUEN, Chinese str., 1,370, Chas. Stewart. 9th July,-Shanghai 5th July, General.-

CHOWTAI, German-str., 1.115, H. Textor, 6th July,-Baugkok 29th June, Rice.-Butter-ENBIGHSHIRE, British str., 2,242, W. A. Evans, 6th July,-London 18th May and Singapore 29th June, General.—Shewan, Mr. A. E. Asger

DRUFAR, Norwegian str., 1,102, Jens Bing, Mr. A. Cattarinich 17th June.-Hamburg 1st May, General. -Aagaard, Thoresen & Co. above ports TO-MORROW, the 12th July, at EMPRESS OF JAPAN, British str., 3,039, H. Mr. Louis Hiviere Pybus, R.N.R., 4th July,-Vancouver 12th of Mrs. Jackson and child Mr. A. Verno

June and Shanghai 1st July, Mails, Flour Mr. J. Watt Jameson and General.—C. P. R. Co. 9th July,-Shanghai 5th July and Swatow Mr. P. R. Adams 8th, General.—Jardine, Matheson & Co.... GERMANIA, German str., 1.715. J. Petersen,

5th July.-Hoihow 4th July, Rice,-Jebsen & Co. June,-Moji 6th June, Coal.-Dodwell

GLENLOGAN, British str., 3.740, J. McGregor, 7th July,-London and Singapore 1st July, General .- McGregor Bros. & Gow. [1495 | HAITAN, British str., 1,183, J. S. Roach, 6th.

July, Foochow via Ports 3rd July, General.—Donglas Lapraik & Co. HERMANN MENZELL, German str., 1,664, W. Hansen, 8th July,-Moji 3rd July, Coal .- Mr. Adolph : Kellmaner HERO, Norwegian str., 2,418, O. Syverteen, 8th

July .- Kuchino zu lat July, Coal .- Mitsui | Mr. Roger J. Andap Bussan Kaisha. HINSANG, British str., 2.144, J. Davis, 8th Mr. A. E. Blanco

July .- Java 29th June, Sugar .- Jardine, Mr. E. Bowron Matheson & Co. Hondsong, French str., 742, A. Suzzoni, 9th Mr. F. Chapple July,-Haiphong and Hoihow 8th July, Mr. J. Cruickshank Rice and Pigs.-A. R. Marty.

July,-Penang 28th June and Singapore 1st July, General.—Chinese. ISCHIA, Italian str., 2.784. Coglio Andrea, 6th July .- Bombay 17th June and Singapore 3 th, Ganeral.-Carlowitz & Co. KAIFONG, British str., 986, Finlayson, 8th July, Mrz. Alex. J. Lugebil -Cebu. 4th July, General-Butterfield

& Swire. Kashing, British str., 1,142, T. W. Pickard, 2nd July,-Chefoo 27th June, General.-Butterfield & Swire:

KEONGWAL, German str., 1.115. Kolder, 8th 1 July.—Bangkok 2nd July, Rice.—Butter- Nr. J. S. Hall field & Swire. KHALIF, British str., 2.291, J. H. Middle'on 29th June, -- Barry Dock 2nd May, Coal.-Dodirell & Co.

KIEKFIELD, British str., 2,291, T. B. Watson, 9th July.-Calcutta 22nd June, Coal.-Jardine, Matheson & Co.

Kwongsang, British str., 1,427, W. P. Baker. . 1st July,-Swatow Goth June, Mails and General.-Jardine. Matheson & Co. Laisang, British str., 3,460, P. M. B. Lake, 9th July,-Calcutta 24th June and Singapore 4th July, General.—Jardine, Matheson

LIGHTNING, British str., 2,122, J. G. Spence, 3rd July,-Calcutta via Straits 17th June, General - David Sassoon & Co. This steamer has capital accommodation for NEWBY HALL, British str., 1,840. Allan Buck. 6th July -Barry 26 h May, Coal -Order,

For information as to Passage and Freight, NonD of Norwegian str., 2,428. Staltz, 23rd June. - Kelung (Fermosa), 21st June, G. noral.—Shewan, Tomes & Co. OANEA, British str., 5,676, Thomas Bartlett, 4th July .- Shanghai 1st July, General .-

Butterfield & Swire. OCEANIEN, French str., 2,528, Couret, 9th July, -Shaughai 6th July, Mails and General.-Messageries Maritimes. SHAOHSING. British str., 1,307, F. D. North-

combe, 5th July,-Shanghai 30th June. General and Rice.—Butterfield & Swire. SUNGKLANG. British sir., 1,021. Pennefather, 8th July,-Swatow 7th July, General.-Butterfield & Swire.

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Hongwan I, British str., 2,060, J. Slaker, 6th Mr L. T. Delaney Mr. A. Flotcher Miss M. Gains Mr. Jorgenson

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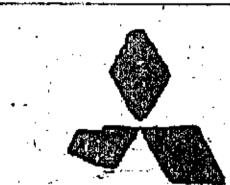
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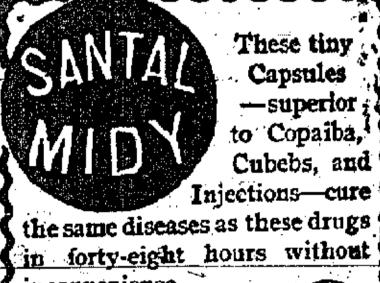
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POST OFFICE NOTICES.

The Tonkin, with the French Mail of the 2th June, left Saigon on Saturday, the 8th inst., at 4 p.m., and muy be expected here to-day. This packet brings replies to letters despatched from Hongkong on May 6th. The Mongolia, with the American mail, left Shanghai on Saturday, the 8th inst., at 2 p.m.

and may be expected here to day. The Coromandel, with the English mail of the 19th June, left Singapore on Saturday, the Sth inst. at 11 a.m., and may be expected here on or about Thursday, the 13th inst., at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 18th May, and the parcel mails closed in London for despatch by the all sea route on the 7th of June and for despatch overland on the 14th of Jane.

Mails for Canton, Samshul and Wuchov are closed on week-days at 7,36 a.m. On Sunday the mail for Macao is closed at Ca.m

A mail for Macao per s.s. Wingchai is closed every week-day at 5 p.m.

Mails for Namtao, Sansue, "Konomoon, "Kumchuk, "Samskul, "Wuchow and "Canton are closed every weekday, at 5 p.m. On Sandays the mails are closed at 9 s.m. *No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR -	PER "	DATE.
watew, Amey and Feechew	Haitan	Tuesday, 11th, 9.00 A.M
niphong	Hongkong	Tuesday, 11th, 10,00 A.B
Singapore, Penang and Calcutta	Täahtviva	Tuesday, 11th, 11th A.M.
	Lightning	Tuesday, 11th, 10.00 A.M
Singapore, Batavia, Samarang, Sourabaya }	Tjimahi	Tuesday, 11th, 10.00 A.M
of the state of th	(Tuesday, 11th,
EUROPE, &C., INDIA VIA TUTICORIN	:	
(Late Letters 11.00 to 11.30 A.M. Extra		Frinted Matter and Sam
There is 30 and 1	ĺ	ptes10,00 A,31
Postage 10 cents)	Occanien	Registration 10.00 4.M
(Letters posted in all the Pillar Boxes	, , , , , , , , , , , , , , , , , , , ,	hegistration, with lat.
in time for the first clearance will be -		fee of all cents, up to
included in this contract mail.) i	• =	10.45 A.M.)
		Tottoman 1100
	i	Letters 11.00 A.M
Asono	Heungskan	Tuesday. 11th, 1.15 P.M
hanghai	Kwonasana	Tuesday 110 c. of the circumstance
Innia	Tran	
Taila	Tean	,
Aoilo	Sungkiany	
hanghai and Chingkiang	Shaoshing	Tuesday. 11th, 3.00 P.M.
ingapore, Penang and Bombay	Ischia	Wednesday, 12th, 10.00 A.M
Port Darwin, Thursday Island, Cooktown,	•	Time of White
Cairns, Townsville, Brisbane, Sydney,		
Hobart, Launceston, New Zealand, Mel-	Australian	Wednesday, 12th, 10.00 A.M.
	4.00	e de la companya de l
bourne, Adelaide and Perth		
Keelung, Moji. Kobe, Yokohama, Victoria, 🚩	Pleiades	Whatmandan that to co
B.C. and Tacoma Wash.	a territee	Wednesday, 12th, 10.00 A.M.
	ſ	Wednesday, 12th,
HANGHAI, NAGABAKI, KOBE, YOKOHAMA,		Printed Matter and Sam-
VICTORIA and VANCOUVER (B.C.)		ples 10.00 A.M.
	The same of the same	Registration 10.00 A.M.
(Supplementary mail on board up to the	Empress of Japan {	Registration with late
time fixed for departure of the mail.		(Registration, with late
Extra postage 10 cents.)		fee of 10 cents, up to
		10.30 A.M.)
• · · · · · · · · · · · · · · · · · · ·	(Letters 11.00 A.M.
acao	Heungshan	Wednesday 12th 1.15 p.w.
2C80	Heungshan	Thursday 19th 115 was
hefoo and Newchwang	Hûneh	Thursday, / 13th, 3,00 P.M.
angkok	Chamba	
and solved	Vone sand	Friday, 414th, 11.00 A.M.
angkok	n congwar	Friday, 14th, 11.00 A.M.
BCSO page management procedure and annexes a construction of	Heungshan	Friday 14th 115 p.w.
ingapore, Sourabaya and Samarang	Himsang	Friday, 14th, 2.00 P.M.
	Loongsang	
ebu and Iloilo	Kaifong	
Innila, Zamboanga, Porte Darwin, Thursday	- And Asid	Friday, 14th, 3.00 PM.
Taland and torns Talana Tamanailla Data	!	
Island, Cooktown, Cairns, Townsville, Bris-	Chingtu	Friday, 14th, 3.00 P.M.
bane, Sydney. Hobart, Launceston, New [.		
Zealand, Melbourne, Adelaide and Perth		
nnila	Rubi	Saturday, 15th, 9.00 A.m.
		working, thu, bull A.M.

COMMERCIAL.

CLOSING_QUOTATIONS. 10th July.

On Löndon .-

j	Bank Bills, on demand
j	Bank Bills, at 30 days' sight1, 1011
Ĭ	Bank Bills, at 4 months sight1/10
- 7	Credite, at 4 months' sight1/102
1	Documentary Bills, 4 months sight 1/11
	Aus.—
	Sank Bills, on demand2364
i	hedits, at 4 months' sight
	ERMANY
	on demand
	nw York.—
	Bank Bille, on demand45%
- 2	pedita 60 days' sight
	ORIBAY,-
	olegraphic Transfer
í	with an American Pauline and a 1443
	ALCUTTA.
7757	Data annualis Parantini (146)
	Pelegraphic Transfer
, 4	THE TALL OF THE PROPERTY OF THE PARTY OF THE
UHE	MANGRAI,—
,	Bank, at sight71
and the second	rivate, 30 days' sight
UN I	OKOHAMA.—On demand921
ATM B	ANTLA.—On demand—Posos.—924
T A P	INGAPORE.—On demand 6 p.c. p.m.
453 7	BATAVIA, On demand 113
On 1	IAITHONG.—On demand
OM R	ATOUN. +Ou domand 1 p.c. p.m.
Ou 1	ANGROH.—On demand
S. VR	REIGNS, Bank's Buying Rate 10.50
	LEAR, 100 fine, per teel 55.70.
小人民	SILAER, per ox271
	OPIUM.

	OPIU	M.		
	s	•		10th July,
Constations are:	- Alle	ow'06	net.	to 1 catty.
Malwa Now	81 200	to		•
Zitulwa Old		to		
Maiwa Older	.\$1340	to		
Malwa V. Old	.\$1400	to		4
Persian fibe quality	£980	to	,	
Terrian extra fine.		to	-	**
Latua New	\$1120	to		per cheet.
Patna Old	.8 —	to		
Bount a New	\$1 075	to	-	
Beneres Old	8	to		

VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. str. Tonkin left Saigon on Saturday, the 8th July, at 4 p.m. for this port, and is due here to-day.

THE AMERICAN MAIL.

and is due here on the 19th July. THE ENGLISH MAIL. The P. & O. str. Coromandel left Singapore for this port on the Sth July at 11 a.m., and is

due here on the 13th July about 6 a.m. THR GERMAN MAIL. The I.G.M. str. Prinz Heinrich left Colombo on Eriday, p.m., and may be expected here on Tuesday, the 18th July.

The I.G.M. Australian etr. Prinz Waldemar left Kobe on Sunday at 6 p.m. via Moji." THE CANADIAN MAIL.

The C.P.R. str. Empress of China left Vanconver on Monday, the 3rd July, pm. for Cormdan, Fritzsmons, Larsen, Fredriksen, Hongkong via the usual ports of call.

MERCHANT STRAMERS.

6th July, and is expected here to-day at day. Ranken, Johnson, John Long and Ross; from light. The Boston Tow Boat Co.'s str. Pleiades jor, Mr. Zuboff, Mrs. Geandy, Mr. and Miss left Manila en Saturday afternoon, and is due Vage, Messrs. Jolivet, Ducos. Radomski, here to-day at daylight.

expected here to-day.

The Ben Line str. Benlarig, from Antwerp and London, left Singapore on the 6th July, u.m., for this port. The C.N. str. Chingiu leit Kobe via Kuchi

notzu on the 7th July, and is due here on the 13th July, p.m. The Boston S.S. Co.'s str. Shawmut arrived at Manila on the 4th July.

The str. Satsuma sailed from New York on the 5th June. The Boston S.S. Co.'s str. Tremont sailed from Seattle on the 24th June for usual ports of call. The C.P.R str. Athenian left Vancouver on Monday, the 26th June, p.m., for Hongkong

The P. & A. str. Arabia sailed from Portland on the 2nd July, and is expected here on the 3rd August. The A. A. str. Ras Dara left New York on the 21st June, and is due here on the 21st Aug

via the usual ports of call.

STEAMERS PASSED THE CANAL. June 13th - Austria, Benlarig, Den of Crombie 16th-Hudson, Keemun, Tonken, Patroclus, Fenglien, Verdande, Grafton, Liberia. 20th-Southgrove. 25th-Benvenue, Indrami, Pak Ling, Malacca, Tydens. 27th-Bentedi, Dardanus, Diomed. 30 h-Achilles, Agincourt Wittekind, Lacrtes. July 4th-Bayern, Poona, Benalder, Segovia, Sydney, Pyrrhus, Atholi, Eornexchange, Korano, Qceano, Rhenania, Stuttgart. 7th-Antenor, Bayern, Candia, Glenroy, Machaon, Merionethshire. ARRIVALS AT HOME.

PASSENGERS.

July 7.—Lowther Castle.

ARRIVED. Per Laisang, from Calcutta, &c., Miss Hirst, Lieut, Chesney, Dr. Waye, and Mr. Clink. Per Loongsang, from Manila, Messrs. Willis Emery, J. M. Power and H. Velcher.

Per Occanien, for Hongkong from Yokobama, Messrs. Johnson, Douglas and Hee Sim; from Kobe, Messra Wineck, Newmann and Xavier; from Shanghai. Dr. Zauetti, Mr. Dami, Mr. and Mrs. Kellmann, Messra. Hoeft, Silva Harvey, Cattearinich, Mrs. Staunton, Mr. and Mrs. Sturgis, Mr. Vassildell, Mrs. Clane, Messre, Manning, Sanderson, Peter, Esser, Villech, and Mrs. Narciss: for Saigon, from Yokohama, Mrs. Takano; from Shanghai, Mr. Poirier, Mrs. 1 iza, Mrs. Zina, Mrs Varry, and Highest open air Temperature on 9th........... Mrs. Resina: for Singapore from Kobe, Capt. Freff, Messrs. Bobnigartner, Corry, Angers; Danibus, Kinley, Konichi and Miyatama, Miss Okano, Miss Kanichi, and Miss Topeina; from Shanghei, Mes rs. Turner, Bell, Franquel, Miss Barometer 9 A.m., 29.85 Therm. (Wetbulb) 9 A.M.78 from Yokohama, Mr. Bird; from Kobe, Messrs. The P.M. str. Mongolia left Shanghai on the Kimms, Robertson, Arscott and Rogers; from Sth July, at 2 p.m., and is expected here to Shanghai, Mr. Ellis: for Suez from Shanghai, Mr. Kreminsky: for Port Seid from Shanghai. Thermom. 4 F.M... 85 night..... The P.M. str. China left Yokohama on Thurs- Messra. Hejman, Vierzbiky, Sokolowsky, Mrs. day, the 6th July via Japan ports and Manile, Trejtee, Mrs. Alexandrowa, Mr. Zinowij, Mrs. Wogemasko, Mrs. Igoakewa, Mrs. Yakelin, Mrs. Melika va. Mrs. Nicolayems, Mrs. Alaszajema, Mrs. Kontratjemea, Messre. Gerenstein and Laval, Mrs. Neionuskaja, Mrs. Kormawa, Mrs. Ywanowa, Mrs Kennira, Mrs. Misronko, Mrs. Yaporekaja, Mrs. Laboerkawsky, Mrs. Lubercoko, Mrs. Joanoff, Mrs. Faboanc, Mrs. Lismako, Messre, Kison, Chelikoudis, Spiropaulas, Chrisanto, Statutos, Jaroklin, Kritoff, PER CASE Gaustish, Bokistin, Hristouko and Delhihtpatch: for Marseilles from Yokohama, Mr. Loudin; from Kobe, Mr. Vendrell, Capt. Johannesan, Messrs. Riese, Pedersen, Overland, Fendiksen, Crawley, Anderson. O'Mell. Williams, Cochini. Hausen, Shorter, Kelly, Hanus, Carty, Murphy, The P. & A. str. Numantia left Moji on the Seod, Sarrer, Lopez, Asbley, Maten y, Mason, Shanghai, Mr. Schemiott, Mr. and Mrs. Coms-Prostor, Guans, Collot, Chouquet, Rosman, The J. C. J. Lijn'str. Tillatjap left Macassar Botelman, Poliakoff, Vassilieff, Kaullies, for this port on the 3rd July, and may be Tassel, Maron, Mrs. Le Bot, Mrs. Emdham, Messre. Wegelin and Ameler.

JUINT STOCK SHARES.

Hongkong, 10th July.

D.	COMPANY, F	AID UP.	QUOTATIONS.
	Albambra	\$200	\$100
•	Banks	·	ا مستغیر د
i	Hongkong & S'hai	\$125	\$850, buyers Bondon, £88
.	National B. of China A. Shares	ļ	
	Bell's Asbenus E. A 1	28. (6d.)	\$51, buyers
	China-Borneo Co	\$12 } \$10 }	\$14.75, entes \$10.
1	Chma Provident	•	\$5, sellers
-	Cotton Mills-		
	Ewo1 Hongkong	\$10	\$101, sellers
	Lacu Kung Mow T	ls. 75	T1s. 38.
	Soychee	la. 500 (145, 160), See 1
	Dairy Farm	\$0	pli, reliers
•	Docks and Wharves— Farmam, h. & Co T	ls. 100	Tis. 141.
	H. & K. Wharf & G.	\$50	SSI STANDARD

\$50 | \$85) buye.e H. & W. Dock \$50 L \$195, sales \$04 \$15, setters, o.e.n. New Amoy Dook ..." S'hai & H. Wharf ... Tls. 100 Ils. 1784. Fenwick & Co., Geom. 325 27 new i sue \$10. \$264, selters 🔥 Island Cement. Hongkong & C. Gus... £10 | \$170, buyera Hongrong Electric ... \$10 | \$174. Do. New \$5 ; **\$11**4. I. H. L. Tramways. .. \$100 | \$2:21. dongkong Hotel Co... dongkong ice Co \$25 \ \$242_{*}, Hongkong Rope Co... \$50 \$152. 1 Kong S. Waterboat. \$10 | \$15, sellers nsumnces— رويت منسمه مناوي و (اف \$60 \$320, buyers Conton China Fire.....

\$87, sellers China Traders \$25 : \$69, sellers Hongkong Fire \$50 \$3024, sales North China Tla. 52. Union \$100 | \$700, buyers Yangteze and and building— \$109 | \$116,----Hongkong Landinv. Humphrey's Estate. \$12%, sollers Do. New.....

\$30 \$40, selters * Kowloon Land & B. Shanghai Land Tls. 50 Tis. 1224, buyers WestPoint Building \$50 | \$54, semera lining— Charbonnages Fcs. 250 | \$490. 18/10 | \$64, buyers hilippine Co. \$10 805, seliers ofineries---China Sugar Luzon Sugar 3100 Sal, sellers teamskip Companies, China and Manila... \$25 \$20, sellers Douglas Steamship. \$354, seders H., Canton & M.,.... \$15 \$264; sales \$97, buyers, Indo-China S.N. Co. .cum dividend Shell Transport Co. £1 2/s., sellers Do. Preference... ±10 28 108.

Star Ferry..... \$10 \$35, sellers Do. New..... \$5 \$27, sellers Shanghai & H. Dyeing South China M. Post. \$1'5 \$22, tellers-Steam Laundry Co ... δõ \$8. Do..... Stores & Dispensaries Campbell, M. & Co. Powell & Co., Wm., \$10 \$112, sellers Watkins..... \$10 \ \$74, sellers Watson & Co., A. S. \$10 \$125, sales & buy. United Asbestos ~~\$4 : \$94, cellers - /

Do. Founders..... \$10 | \$150. VERNON & SMITH, Brokers. HUNGKUNG TIDE CAULE. *From 11th to the 17th July.

To correct Zone Time add 23 min. and 18 sec., LOW WATER. Hongkong Mean Time, 10 30 a 2 U 19 👞 -1 18 . 1 1R 0 57

HONGKONG METEOROLOGICAL * REGISTER. Hongkong Observatory, 10th July.

Previous Day On Date at | On Date Barometer 29.81 Cemperature ... Humidity Wind Direction Weather

Lowest open air Temperature on 9th.......77

MESSES. FALCONER & Co.'s REGISTER, 10th July. Mari, Merste. Karr and de Baudi: for Batavia Barometer P.M., 20.84 Therm. (Wetbulb) 1 P.M.80 from Yekohama, Miss E. Bobl. for Colombo Barometer 4 P.M., 29.79 Therm. (Wetbulb) 4 P.M.78 Thermom. 9 A.M .. 82 Therm, Maximum87 Thermom. 1 P.M... 87 Thorm. Minimum over

WHITE HORSE CELLAR WHISKY



PRICE

I Doz.

\$14.00

PRICE PEE CASE OP I Dez. S14.00.

THE NOTED BRAND OF THE OLD COACHING DAYS. SOLE AGENTS:

CRAWFORD Hongkong 6th April, 1905.

NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAM-SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA," FROM PORTLAND (OR.), YOKOHAMA KOBE, AND MOJI. THE above Steamer having arrived, Consigness of Cargo are horeby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. ALLAN CAMERON.

General Agent. Houghoug, 5th July, 1905. OCEAN STEAMSHIP COMPANY, LIMITED. AND

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

✓ ONSIGNEES per Company's Steamer

"STENTOR." are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Gedowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 12th inst. No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods remaining undelivered after the 12th inst., will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been affected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1905. FROM HAMBURG, BREMEN, ROT TERDAM, ANTWERP, PENANG

AND SINGAPORE THE H.A.L. Steamship.

countersignature by the Undersigned and to take immediate delivery of their Goods from

alcugnide. Optional Cargo will be forwarded unless be taken delivery of immediately. notice to the contrary be given before To-pay. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and

All Claims must be presented within ten days of the steamer's arrival here after which date 14th instant, will be subject to rent. they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining. undelivered after the 12th inst., will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 12th inst., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th July, 1905. "SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS. THE Steamship

"DENBIGHSHIRE," Captain W. A. Evans, having arrived from the above ports, Consigness of Cargo, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Luding will be countersigned by SHEWAN, TOMES & CO.,

Hongkong, 6th July, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM LONDON, MIDDLESBORO, AND ANTWERP.

THE Steamship "" GLENLOGAN," having arrived from the above ports, Consignous

of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Optional goods will be carried on unless

instructions are given to the contrary before P.M. TO-DAY. Goods not cleared by the 14th inst., will be subject to rent. -

No Pire Insurance will be effected All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised. McGREGOR BROS. & GOW. Hongkong, 7th-July, 1905.

NATAL LINE OF STEAMERS.

WHE: Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are propered to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO. CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from

For Freight and further particulars, DODWELL & CO., LIMITED. General Agenta for China and Japan. Hongkong, 4th August, 189

CALCUTTA for CAPE PORTS every forti ight

HONGKONG, CANTON, MACAO WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAU STEAMBOAT, CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D./Jones.
S.S. "POWAN, 2,838 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd,
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Rive Special attention is drawn to their Superior Saloon and Cabin Accommodation. SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Timetable) Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin. This Stenmer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Carton every Monday, Wednesday and Friday at 8 a.L.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAP CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine. S.S. "NANNING." 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKUNG, CANTON AND MACAO STEAMBOAT CO., LD. 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel); Or of BUTTERFIELD & SWIRE.

Agenta, CHINA NAVIGATION CO., LD.

NOTICE TO CONSIGNEES

NAVIGAZIONE GENERALE -ITALIANA----(Floric and Rubattino United Companies)

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA," Captain Ehlers, having arrived from the having arrived from the above port, Consigness above ports, Consignees of Cargo are hereby of Cargo by her are hereby informed that their requested to seri in their Bills of Lading for Goods are being landed at their risk into the Godowns of the Hongkoug and Kowloon

Wharf and Godown Company, Ld., whence

delivery may be obtained. Perishable Goods to All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the CARLOWITZ & CO.,

Agents. Hongkong, 7th July, 1905. FROM ANTWERP, PENANG AND

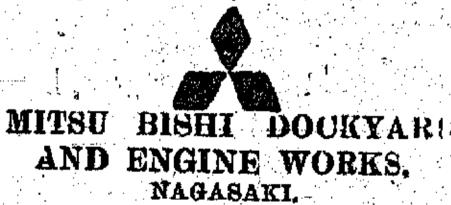
SINGAPORE. THE H.A.L. Steamship

""ARCADIA." Captain Schmidt, having agrived from the above ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigr ture by the Undersigned, and to take immeasate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited,

and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 15th July, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th July, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 8th July, 1905.



CODE WORD: "DOCK," A.I. A.B.C., and Engineering Cal. Used

NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length... Length on Blocks
Width of Entrance on Top ... 964 4, Length on Blocks Width of Entrance on Bottom .. 884 " Water on Blocks at Spring Tide 342 ,,

DOCK No. 1. Extreme Length... Length on Blocks Width of Entrance on Top Width of Entrance on Bostom ... Water on Blocks at Spring Tide

00CK No. 2 Extreme Length 371 feet. Length on Blocks Width of Entrance on Top ... 66 Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22 ...

PATENT SLIP. Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIto undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL A LARGE STOCK of MATERIAL is always kept on hand,

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. opecially built for SALVAGE PURPOSES squipped with necessary genr, always ready Short Notice.

ONGKONG HIGH-LEVEL TRAM. WAYS COMPANY, LIMITED.

TIME TABLE WEEK DAYS.

7.00 a.m. 7.30 a.m. to 8.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.20 a.m. ... Every 15 minutes. 8.80 a.m. to 0.30 a.m. ... Every 10 minutes. 9.80 a.m. to 11.00 a.m. ... Every 16 minutes. 11.80 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

8.80 pm. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS. 8.45 p.m. & 0.00 p.m., 0.45 to 11.15 p.m.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 8.00 p.m. ... Every 15 minutes.

every i hour. SATURDAYS. Extra care at 11.30 p.m. and 11.45 p.m.

SUNDAYS. 8.00 a.m. tc 9.00 a.m. ... Every 15 minutes. 9.00. a.m. to 9.80 a.m. ... Every 30 minutes... 9.80. a.m. to 10.80 a.m. ... Every 15 minutes. 10.3 a.m. to 11.00 a.m. ... Every 10 minutes. 12.0 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 o.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 % to 8.00 p.m. ... Every 10 minutes.,

MOTHT CARS at 8.45 p.m. & 9,00 p.m., 9.45 to 11.15 p.m., every half hour, SPECIAL Us as oy arrangement at the Company's Office, Alexandra Buildings, Des Vous Road Central.

.. IN D. HUMPHREYS & SON, General Managers, Hongkong, 8th December, 1904.



SHIPPERS CUTLER, PALMER & Co., LONDON AGENTS

LANE, CRAWFORD & CO.

ANHUNG NGOI SAN PO (Chinese Daily Press), PUBLISHED DAILY,

5:3 e-t is the oldest and still immeasurably the best medium for Advertising among the Native Community. Established for nearly FORTY YEARS circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents. Documents translated from or into Classial or Cotloquial Chinese.

TISITORS TO CANTON. Should purchase "FROM HONGKONG TO CANTON. BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (S.S. "HANKOW With Illustrations, Maps and Plans.

On Sale at-Hongkong: "DAILY PRESS" Office. Mesers. Kelly & Walsh.

Mesers. W. BREWER & CO.

Mesers. A. S. Warson & Co.

Hyngkong, 4th October, 1803.

Canton:

Printed and Published by SEETRAM A. HALE for the Concerned, at 14 Des Venux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.